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Chapter VIII—Production and Marketing Administration (Sugar Branch), Department of Agriculture

Subchapter B—Sugar Requirements and Quotas
[Sugar Reg. 811, Rev. 3]

PART 811—SUGAR REQUIREMENTS; CONTINENTAL UNITED STATES

REQUIREMENTS FOR 1953

Basis and purpose. The revised determination set forth below is made pursuant to section 201 of the Sugar Act of 1948. The act requires that the Secretary shall revise the determination of sugar requirements at such times during the calendar year as may be necessary. It now appears that an increase in the estimate of requirements for the calendar year 1953 is necessary. The purpose of this revision is to make such determination conform to the requirements indicated on the basis of the factors specified in section 201 of the act.

Immediate availability of a part of the additional supply of sugar provided by this determination of sugar requirements is necessary to insure orderly marketing and to maintain a continuous and stable supply of sugar at prices that are not excessive to consumers. Therefore, in order effectively to carry out the purposes of the Sugar Act, it is necessary that the revision of the determination be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act (60 Stat. 237; 5 U. S. C. 1001) is impracticable and contrary to the public interest, and the revision of the determination made herein shall be effective on the date of its publication in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended, and the Administrative Procedure Act, Sugar Regulation 811, the determination of the amount of sugar needed to meet the requirements of consumers in the continental United States for 1953 (17 F. R. 11155; 18 F. R. 2125, 4399) is hereby revised to read as follows:

§ 811.5 *Sugar requirements, 1953.* The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1953 is hereby determined to be 8,100,000 short tons, par value.

Statement of bases and considerations. Distribution of sugar by primary distributors during January–September of this year totaled approximately 6,445,000 tons, or about 128,000 tons more than during the same period in 1952. If distribution during October–December equals that during the same period last year, the total for the year will be approximately 8,200,000 tons. However, trade reports suggest that industrial users built up inventories during September in anticipation of the longshoremen's strike. Should these inventories be reduced during the last three months of the year, distribution during that period might not equal that during the same period last year.

The price of raw sugar, duty paid, at New York during July–September has ranged between 6.35 and 6.45 cents per pound. This price averaged 6.32 cents per pound for the first nine months of the year, compared to 6.23 cents during the first nine months of 1952.

The quoted wholesale price of refined sugar at New York was increased on July 20, 1953, from 8.75 to 8.85 cents per pound, and for the first nine months averaged 8.75 cents per pound compared to 8.57 cents during January–September, 1952.

The distribution and price situation makes it apparent that the existing demand for sugar at prices fair to both producers and consumers requires an increase in the determination of sugar requirements. Accordingly, sugar requirements for 1953 are established at 8,100,000 short tons, raw value.

(Sec. 201, 403; 61 Stat. 922, 932; 7 U. S. C. Sup. 1111, 1153)

Done at Washington, D. C., this 13th day of October 1953. Witness my hand and the seal of the Department of Agriculture.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 53-8373; Filed, Oct. 16, 1953; 8:51 a. m.]

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[Sugar Reg. 813, Amdt. 6]

PART 813—SUGAR QUOTAS AND PRORATIONS
OF QUOTA DEFICITSDETERMINATION AND PRORATION OF 1953
QUOTAS

Basis and purpose. The amendments herein are issued pursuant to section 202 of the Sugar Act of 1948, as amended, and are made for the purpose of giving effect to the revision of the determinations of sugar requirements made by the Secretary of Agriculture.

After providing for quotas in specific amounts for domestic sugar producing areas and the Republic of the Philippines, section 202 of the act provides that the difference between the sum of such quotas and total requirements shall be prorated to foreign countries other than the Republic of the Philippines on the basis of stated percentages. Thus, the statute states specifically how quotas are to be revised when there is a change in sugar requirements. Furthermore, in order to make available the additional sugar authorized by this amendment to meet current demand at stable prices and thereby protect the interests of consumers, it is essential that this amendment be made effective immediately. Therefore, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act (60 Stat. 237; 5 U. S. C. 1001) is impracticable, unnecessary and contrary to the public interest. The amendments made herein shall become effective upon publication in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, 65 Stat. 318, 7 U. S. C. Sup. 1100) and the Administrative Procedure Act, Sugar Regulation 813 (17 F. R. 11158, 18 F. R. 2127, 4399, 4759, 5589, 5707) establishing sugar quotas for 1953 is hereby amended as hereinafter set forth.

1. Section 813.42 is changed to read:

§ 813.42 *Basic quotas for other areas.* There are hereby established, pursuant to subsections (b) and (c) of section 202 of the act, for foreign countries for the calendar year 1953 the following quotas:

Area:	Quotas in terms of short tons, raw value
Republic of the Philippines.....	974,000
Cuba.....	2,574,720
Other foreign countries.....	107,280

2. Paragraphs (a) through (c) of § 813.44 are changed to read:

§ 813.44 *Proration of quota for foreign countries other than Cuba and the Republic of the Philippines—(a) Basic prorations.* The quota for foreign countries other than Cuba and the Republic of the Philippines is hereby prorated, pursuant to subsection (c) of section 202 of the act, among such countries as follows:

Country:	Proration in short tons, raw value
Dominican Republic.....	26,641
El Salvador.....	3,992

Country—Continued	Proration in short tons, raw value
Haiti.....	2,578
Mexico.....	11,046
Nicaragua.....	7,650
Peru.....	50,103
Subtotal.....	101,916
Not prorated.....	5,364
Total.....	107,280

(b) *Deficit in prorations of foreign countries other than Cuba and the Republic of the Philippines.* It is hereby determined, pursuant to section 204 (b) of the act, that 3,992 short tons, raw value, of the quota for foreign countries other than Cuba and the Republic of the Philippines prorated to El Salvador in paragraph (a) of this section will not be filled by that country.

(c) *Alotment of unfilled prorations.* The amount of sugar determined in paragraph (b) of this section is hereby prorated pursuant to subsection (b) of section 204 of the act, as follows:

Country:	Additional prorations, in short tons, raw value
Dominican Republic.....	1,030
Haiti.....	93
Mexico.....	427
Nicaragua.....	232
Peru.....	1,937
Subtotal.....	3,785
Not prorated.....	207
Total.....	3,992

3. Paragraph (b) (1) of § 813.45 is changed to read:

BASIC QUOTAS, PRORATIONS OF DEFICITS AND ADJUSTED QUOTAS FOR 1953

(Short tons, raw value. Quantities in parentheses indicate amount of deficit)

Production area	Basic quota	Deficit prorations		Adjusted quota	Portion which may enter as direct consumption sugar
		Beet	Philippines		
Domestic beet sugar.....	1,830,000	(100,000)		1,700,000	
Mainland cane sugar.....	500,000	9,700		509,700	
Hawaii.....	1,052,000	20,520		1,072,520	29,616
Puerto Rico.....	1,059,000	21,033		1,101,033	125,033
Virgin Islands.....	12,000	224		12,224	0
Philippines, Republic of.....	974,000		(100,000)	1,874,000	59,000
Cuba.....	2,574,720	48,537	95,000	2,719,107	375,000
Other foreign countries.....	107,280		4,000	111,280	25,475
Total.....	8,100,000			8,100,000	

PRORATION OF QUOTA FOR "OTHER FOREIGN COUNTRIES"

Production area	Basic quotas	Deficit prorations		Adjusted quota ²
		El Salvador	Philippines	
Dominican Republic.....	26,641	1,030	1,032	25,579
El Salvador.....	3,992	(3,000)	0	992
Haiti.....	2,578	93	100	2,477
Mexico.....	11,046	427	423	11,001
Nicaragua.....	7,650	232	222	7,196
Peru.....	50,103	1,937	1,917	45,229
Not prorated.....	5,364	207	213	4,944
Total.....	107,280		4,000	111,280

¹ In accordance with section 204 (c) of the act, basic quotas are not reduced by determinations of deficits.² See § 813.45 (b) (2) for quantities which may be entered as direct consumption sugar.³ Any country not receiving a specific proration of this quota may enter not more than 1,113 short tons, raw value, against this unprorated portion.

(Sec. 403, 61 Stat. 932; 7 U. S. C. Sup. 1153. Interpret or apply Sec. 204, as amended, 61 Stat. 925; 7 U. S. C. Sup. 1114)

§ 813.45 *Direct-consumption portion of quotas or prorations.* * * *

(b) *Other areas.* (1) Pursuant to subsections (d) (e) and (h) of section 207 of the act, the quotas established in § 813.42 for the following listed areas may be filled by direct-consumption sugar not in excess of the following amount for each such area:

Area:	Direct-consumption sugar, short tons, raw value
Republic of the Philippines.....	59,920
Cuba.....	375,000
Other foreign countries.....	35,475

Statement of bases and considerations. The revised quotas for Cuba and "Other Foreign Countries" have been established by prorating the amount by which the revised requirements exceed the quotas for domestic areas and the Republic of the Philippines on the basis of 96 per centum to Cuba and 4 per centum to "Other Foreign Countries" and the revised quota for "Other Foreign Countries" has been prorated as provided in section 202 (c) of the act, as amended.

It has been determined that El Salvador will not utilize its proration of the quota for foreign countries other than Cuba and the Republic of the Philippines. Therefore, the quantity prorated to that country in § 813.42 (a) has been reprorated to the other countries in this group and to the unprorated portion of the quota.

After giving effect to the changes set forth in this amendment to Sugar Regulation 813, the quotas for all areas are shown in the following table:

Done at Washington, D. C., this 13th day of October 1953. Witness my hand and the seal of the Department of Agriculture.

[SEAL] TRUE D. MORSE,
Acting Secretary of Agriculture.

[F. R. Doc. 53-8872; Filed, Oct. 16, 1953;
8:50 a. m.]

Chapter IX—Production and Marketing Administration (Marketing Agreements and Orders), Department of Agriculture

[Grapefruit Reg. 186]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.638 *Grapefruit Regulation 186—*

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933) regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237, 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions of this section effective not later than October 19, 1953. Shipments of grapefruit, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order, and will so continue until October 19, 1953, the recommendation and supporting information for continued regulation subsequent to October 18 was promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 13; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time of this section, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been

disseminated among handlers of such grapefruit; it is necessary in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed by the effective time of this section.

(b) *Order* (1) During the period beginning at 12:01 a. m., e. s. t., October 19, 1953, and ending at 12:01 a. m., e. s. t., November 2, 1953, no handler shall ship:

(i) Any white seeded grapefruit, grown in the State of Florida, which do not grade at least U. S. No. 1 Russet;

(ii) Any pink seeded grapefruit, grown in the State of Florida, which do not grade at least U. S. No. 2;

(iii) Any seedless grapefruit, grown in the State of Florida, which do not grade at least U. S. No. 2;

(iv) Any seeded grapefruit, grown in the State of Florida, which are of a size smaller than a size that will pack 70 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box;

(v) Any seedless grapefruit, grown in the State of Florida, that grade U. S. No. 2 or U. S. No. 2 Bright which are of a size smaller than a size that will pack 80 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box; or

(vi) Any seedless grapefruit, grown in the State of Florida, that grade U. S. No. 1 Russet, U. S. No. 1, U. S. No. 1 Bronze, U. S. No. 1 Golden, U. S. No. 1 Bright or U. S. Fancy which are of a size smaller than a size that will pack 96 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box.

(2) As used in this section "handler," "variety," and "ship," shall have the same meaning as when used in said amended marketing agreement and order; and "U. S. No. 1 Russet," "U. S. No. 1," "U. S. No. 1 Bronze," "U. S. No. 1 Golden," "U. S. No. 1 Bright," "U. S. Fancy," "U. S. No. 2," "standard pack," and "standard nailed box" shall have the same meaning as when used in the revised United States Standards for Florida Grapefruit (§ 51.193 of this title)

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 14th day of October 1953.

[SEAL] S. R. SMITH,
Director Fruit and Vegetable Branch, Production and Marketing Administration.

[F. R. Doc. 53-8869; Filed, Oct. 16, 1953;
8:49 a. m.]

[Orange Reg. 241]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.639 *Orange Regulation 241—*

(a) *Findings.* (1) Pursuant to the mar-

keting agreement, as amended, and Order No. 33, as amended (7 CFR Part 933) regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions of this section effective not later than October 19, 1953. Shipments of oranges, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order, and will so continue until October 19, 1953; the recommendation and supporting information for continued regulation subsequent to October 18 was promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 13; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time of this section, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of oranges; and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time of this section.

(b) *Order* (1) During the period beginning at 12:01 a. m., e. s. t., October 19, 1953, and ending at 12:01 a. m., e. s. t., November 2, 1953, no handler shall ship:

(i) Any oranges, except Temple oranges, grown in the State of Florida, which do not grade at least U. S. No. 1 Russet; or

(ii) Any oranges, except Temple oranges, grown in the State of Florida, which are of a size smaller than 2 $\frac{1}{16}$ inches in diameter, measured midway at

a right angle to a straight line running from the stem to the blossom end of the fruit, except that a tolerance of 10 percent, by count, of oranges smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in the revised United States Standards for Florida Oranges (§ 51.302 of this title; 17 F. R. 7879) *Provided*, That in determining the percentage of oranges in any lot which are smaller than $2\frac{1}{16}$ inches in diameter, such percentage shall be based only on those oranges in such lot which are of a size $2\frac{1}{16}$ inches in diameter and smaller.

(2) As used in this section, the terms "handler," "ship," and "Growers Administrative Committee" shall each have the same meaning as when used in said amended marketing agreement and order; and the term "U. S. No. 1 Russet" shall have the same meaning as when used in the revised United States Standards for Florida Oranges (§ 51.302 of this title; 17 F. R. 7879)

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 14th day of October 1953.

[SEAL] S. R. SMITH,
Director Fruit and Vegetable
Branch, Production and Mar-
keting Administration.

[F. R. Doc. 53-8870; Filed, Oct. 16, 1953;
8:50 a. m.]

[Tangerine Reg. 137]

PART 933—ORANGES, GRAPEFRUIT, AND
TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.640 *Tangerine Regulation 137—*

(a) *Findings*. (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237· 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation

for such effective time; and good cause exists for making the provisions of this section effective not later than October 19, 1953. The committee held an open meeting on October 13, 1953, to consider recommendations for a regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; information regarding the provisions of the regulation recommended by the committee has been disseminated among shippers of tangerines grown in the State of Florida, and this section, including the effective time thereof, is identical with the recommendation of the committee; it is necessary, in order to effectuate the declared policy of the act, to make this section effective on the date hereinafter set forth so as to provide for the regulation of the handling of tangerines grown in the State of Florida at the start of this marketing season; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed on or before the effective date of this section.

(b) *Order*. (1) During the period beginning at 12:01 a. m., e. s. t., October 19, 1953, and ending at 12:01 a. m., e. s. t., November 2, 1953, no handler shall ship:

(i) Any tangerines, grown in the State of Florida, that do not grade at least U. S. No. 1; or

(ii) Any tangerines, grown in the State of Florida, which are of a size smaller than the size that will pack 150 tangerines, packed in accordance with the requirements of a standard pack, in a half-standard box (inside dimensions $9\frac{1}{2} \times 9\frac{1}{2} \times 19\frac{1}{8}$ inches; capacity 1,726 cubic inches)

(2) As used in this section "handler," "ship," and "Growers Administrative Committee" shall have the same meaning as when used in said amended marketing agreement and order; and "U. S. No. 1" and "standard pack" shall have the same meaning as when used in the United States Standards for Tangerines (§ 51.416 of this title).

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 14th day of October 1953.

[SEAL] S. R. SMITH,
Director Fruit and Vegetable
Branch, Production and Mar-
keting Administration.

[F. R. Doc. 53-8871; Filed, Oct. 16, 1953;
8:50 a. m.]

[Lemon Reg. 507]

PART 953—LEMONS GROWN IN CALIFORNIA
AND ARIZONA

LIMITATION OF SHIPMENTS

§ 953.614 *Lemon Regulation 507—*

(a) *Findings*. (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953), regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7

U. S. C. 601 et seq.) and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237· 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions of this section effective as hereinafter set forth. Shipments of lemons, grown in the State of California or in the State of Arizona, are currently subject to regulation pursuant to said amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified in this section was promptly submitted to the Department after an open meeting of the Lemon Administrative Committee on October 14, 1953, such meeting was held, after giving due notice thereof to consider recommendations for regulation, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter specified; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed by the effective time thereof.

(b) *Order*. (1) The quantity of lemons grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P. s. t., October 18, 1953, and ending at 12:01 a. m., P. s. t., October 25, 1953, is hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: 225 carloads;
- (iii) District 3: Unlimited movement.

(2) The prorate base of each handler who has made application therefor, as provided in the said amended marketing agreement and order, is hereby fixed in accordance with the prorate base schedule which is attached hereto and made a part hereof by this reference.

(3) As used in this section, "handled," "handler," "carloads," "prorate base," "District 1," "District 2" and "District 3," shall have the same meaning as when

used in the said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 15th day of October 1953.

[SEAL] S. R. SMITH,
Director Fruit and Vegetable
Branch, Production and Mar-
keting Administration.

PRORATE BASE SCHEDULE

[Storage Date: Oct. 11, 1953]

DISTRICT NO. 2

[12:01 a. m. Oct. 18, 1953, to 12:01 a. m.
Nov. 1, 1953]

Handler	Prorate base (percent)
Total	100.000
American Fruit Growers, Inc., Co- rona	.028
American Fruit Growers, Inc., Ful- lerton	.280
American Fruit Growers, Inc., Up- land	.168
Consolidated Lemon Co.	.710
Ventura Coastal Lemon Co.	1.917
Ventura Pacific Co.	3.498
Chula Vista Mutual Lemon Associ- ation	.511
Index Mutual Association	.087
La Verne Cooperative Citrus Associa- tion	2.019
Ventura County Orange and Lemon Association	3.308
Glendora Lemon Growers Associa- tion	.936
La Verne Lemon Association	.427
La Habra Citrus Association	.358
Yorba Linda Citrus Association	.530
Escondido Lemon Association	1.989
Cucamonga Mesa Growers	.444
Etiwanda Citrus Fruit Association	.140
San Dimas Lemon Association	.651
Upland Lemon Growers Association	2.607
Central Lemon Association	.629
Irvine Citrus Association, The	.685
Placentia Mutual Orange Associa- tion	.401
Corona Citrus Association	.111
Corona Foothill Lemon Co.	.999
Jameson Co.	.450
Arlington Heights Citrus Co.	.285
College Heights Orange, and Lemon Association	3.163
Chula Vista Citrus Association, The	.970
Escondido Cooperative Citrus Asso- ciation	.152
Fallbrook Citrus Association	1.007
Lemon Grove Association	.141
Carpinteria Lemon Association	3.886
Carpinteria Mutual Citrus Associ- ation	4.176
Goleta Lemon Association	6.569
Johnston Fruit Co.	8.395
North Whittier Heights Citrus Asso- ciation	.122
San Fernando Heights Lemon Asso- ciation	.163
Sierra Madre-Lamanda Citrus Asso- ciation	.146
Briggs Lemon Association	3.120
Culbertson Lemon Association	1.583
Fillmore Lemon Association	.541
Oxnard Citrus Association	6.214
Rancho Sespe	.572
Santa Clara Lemon Association	5.629
Santa Paula Citrus Fruit Associa- tion	3.592
Saticoy Lemon Association	6.528
Seaboard Lemon Association	6.116
Somis Lemon Association	4.666
Ventura Citrus Association	1.878
Ventura County Citrus Association	.498
Limonella Co.	3.887
Teague-McKevett Association	.921

PRORATE BASE SCHEDULE—Continued

DISTRICT NO. 2—continued

Handler	Prorate base (percent)
East Whittier Citrus Association	.088
Murphy Ranch Co.	.612
Dunning, Vera Hueck	.000
Far West Produce Distributors	.040
Huarte, Joseph D.	.000
Paramount Citrus Association, Inc.	.373
Santa Rosa Lemon Co.	.084

[F. R. Doc. 53-8911; Filed, Oct. 16, 1953;
8:55 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Supp. 1]

PART 40—SCHEDULED INTERSTATE AIR
CARRIER CERTIFICATION AND OPERATION
RULES

MISCELLANEOUS INTERPRETATIONS AND
POLICIES

On April 13, 1953, the Civil Aeronautics Board adopted a revision of Part 40 which contains major changes in the certification and operation rules applicable to domestic scheduled interstate air carriers. This supplement sets forth interpretations and policies of the Administrator which relate to Revised Part 40. All previous rules, interpretations, and policies of the Administrator in Part 40 are hereby rescinded, and the following interpretations and policies are hereby adopted:

§ 40.18-4 *Policies, procedures and limitations governing issuance and amendment of operations specifications, aircraft maintenance (CAA policies which apply to § 40.18 (a))*—(a) *General*. It shall be the policy of the Administrator to issue and amend Operations Specifications, Aircraft Maintenance, in accordance with the following policies, procedures and limitations. The criteria set forth in this section will be followed by the Administrator in fixing time limitations for the performance of overhaul, inspections and checks, or in permitting or requiring revisions thereto. The basic principle followed by the Administrator will be that the inspections, checks, maintenance or overhaul be performed at times well within the expected or proven service life of each component of the aircraft. In determining what the expected or proven service life of an aircraft or any of its components might be, the Administrator will consider the following factors: (1) Geographical area or areas of operation; (2) engine operating powers, procedures, etc., (3) number of landings, long haul versus short haul, etc., (4) maintenance organization and inspection procedures; (5) other operators' service experience records; (6) manufacturers' recommendations; (7) service history, particularly of known or evident trends toward malfunctioning. Special reliance will be placed on service experience, including the information obtained from such tests, inspections, or measurements as have been performed in accumulating such service experience.

In the absence of service experience, the manufacturers' recommendations will be given appropriate consideration and will usually control until service experience clearly indicates deviation therefrom is desirable or necessary or unless the other factors indicate the need or desirability of such a deviation. The carrier will be required to furnish the Administrator sufficient information and substantiating data to establish that a proposed continuous inspection and maintenance program will meet the basic principle stated in this section.

(b) *Procedure for establishing new or revised time limitations*. (1) Time limitations may be established in terms of hours of operation, multiples of engine overhaul periods or multiples of inspection periods. Time limitations for components on which deterioration is not necessarily a function of operating hours, such as electronic units, pitot tubes and emergency flotation equipment may be established in terms of calendar months. Certain items may be maintained on an on condition overhaul basis.

(2) On condition overhaul is applicable to components which are not subject to progressive physical wear or deterioration as a direct result of operating time. Such components as tires, pitot tubes, certain systems and certain areas of the airframe are typical of components in this category. These and other similar components lend themselves to a determination of airworthiness by visual inspection, measurements, tests or other means without a teardown inspection or overhaul. Components such as engines, mechanical appliances subject to progressive wear of parts, electric motors, mechanical instruments, gyroscopic mechanisms and other components subject to internal wear or deterioration are not acceptable for on condition overhaul.

(3) In order to qualify an aircraft component for on condition overhaul, the air carrier will be required to show that the inspections and/or checks conducted on such components are sufficiently frequent, thorough and comprehensive to assure the continued airworthiness of such components. ("On condition overhaul" is defined in the operations specifications, aircraft maintenance general, of each air carrier.)

(c) *Airframe initial time limitations*.

(1) The initial time limitations for overhauls, inspections or checks of airframes may be established on a recurrent fixed time basis or by adoption of a structural inspection specification covering procedures such as pattern inspections, block overhauls, or progressive inspections. Regardless of the basis upon which the time limitations are established, the same basic standards will be applicable. The maintenance program must specify checks, inspections and overhauls to be performed and times at which they will be performed.

(2) This portion of the maintenance program should be based, where appropriate, on the information obtained from the joint studies of the particular airframe which have been made by the manufacturer, the air carrier, and the assigned CAA Aviation Safety Agents. The peculiarities of such airframe, if

any, as revealed by such studies and the structural design, structural analyses and inspection conducted on the airframe during certification and initial service testing shall be taken into account in determining what inspections, checks, or overhauls will be required not only for major components but also sub-components, when necessary. Consideration must also be given to the effect on the airframe of the type of operation in which the aircraft is to be used.

(3) A carrier which has not had experience with a particular aircraft may rely on the service experience of other carriers using the same type of aircraft when such experience has been obtained under conditions similar to those which will be encountered in the carrier's own operations. However, until the carrier's own service experience justifies it, higher time limitations than those approved for any operator of the same model aircraft will not be granted.

(d) *Appliances; initial time limitations.* Initial time limitations for inspections, bench checks, major inspections or overhaul, as applicable, to the appliance involved, should not be greater than those limitations applicable to the same or similar appliances used in existing aircraft operated by the air carrier. When the usage or installation of such appliances differ to a substantial extent from the previous usage or installation, the time limitations shall be adjusted to reflect the extent of such difference. When new usage or installation is involved, conservative time limitations should be established until service experience shows that more liberal time limits can be used. When such appliances are overhauled on an "on condition" basis, a major qualitative inspection or bench test period shall be established, in addition to other routine checks and inspections, which provides a thoroughly comprehensive inspection of components, thorough performance tests and such other maintenance as may be required to assure that the equipment is accurately calibrated, operative within established tolerance limits and is otherwise maintained in a normal operative condition. Even though an appliance has been approved for on condition overhaul, means must be provided to determine the extent of wear of any subcomponent of such appliance which is subject to wear with time in service, and a specific time for the inspection and overhaul of such subcomponent shall be established.

(e) *Powerplants; initial time limitations.* (1) The initial overhaul time limitations for an engine of a new model or an engine which has never been used in air carrier service will tentatively be established at 1,000 hours. However, the operations specifications will require sample overhaul of a representative number of engines, but not less than three, to be accomplished at each increment of 100 hours, beginning at 600 hours. Written CAA approval on satisfactory teardown inspection will be necessary before increasing the fleet overhaul period to the next higher increment. This sample overhaul procedure and evaluation of service experience will provide the operator with necessary in-

formation to substantiate the basic 1,000 hour overhaul.

(2) The initial time limitations for overhaul of an engine model which has received substantial air carrier service experience, but not by the applicant, will tentatively be established at 1,000 hours. An engine model will not be considered as having substantial air carrier service experience unless it has been satisfactorily operated by another carrier on an approved 1,000 hour or higher overhaul basis for at least one year. However, the operations specifications will require that the basic 1,000 hour overhaul period be substantiated on the same basis as outlined for a new engine except that sample overhauls of a representative number of engines will be accomplished in increments of 100 hour periods beginning at 800 hours. The initial time limitations for overhaul of accessories which are a part of the power package, including propellers, will be established at the overhaul period fixed for the engine itself, unless service experience permits or requires higher or lower overhaul periods.

(f) *Revision of time limitations, general.* The inspection and overhaul time limitations applicable to airframes, powerplants, propellers, and appliances will be revised on the basis of service experience. In order to evaluate the service experience, complete information must be obtained and recorded by the carrier which will show the current effectiveness of the continuous maintenance program. The company will be required to establish a procedure which will provide for a review and evaluation (on a current basis) of all applicable service records pertaining to a particular aircraft and its components. Such records should be maintained in a manner which will reflect all the data available from pilot complaints, component premature removals, mechanical delays, flight interruptions or their equivalent, and an analysis of conditions found during the inspections and overhauls. Records or reports on items directly affecting airworthiness or on which difficulty is being experienced, should receive more extensive review and evaluation. The maintenance reliability indicated by evaluation of such records and physical examination of such applicable components as necessary will form the principal basis for any revision of time limitations. Increases in such time limitations may be made when the record of service experience for the previous 90 days indicates that such increase will not adversely affect the continuous condition of airworthiness. The service records must show that any proposed extension of time limitations logically does not exceed the probable period of reliable service of any component or subcomponent of pertinent airframes, powerplants, propellers or appliances.

In those cases where the review of service records indicates that the airworthiness of a component may become marginal within the proposed extension of the time limitations, a physical inspection of a representative number of components undergoing overhaul or major inspection must be conducted. This inspection should be conducted by responsible inspection and management per-

sonnel of the air carrier and the assigned CAA agent. If the findings from the service record evaluation and examination of components show that there is no trend toward increased failure or malfunctioning, and indicate that the increased time limitations will provide safe operation with no decrease in service reliability, the time limitations may be revised for all airframes, powerplants, propellers or appliances of that type in the operator's fleet. Increases in time limitations for any airframe, powerplant, propeller or appliance will be considered when a minimum period of 45 days has elapsed since the last previous revision in time limitations for that component. Applications for such increases should be made at least 15 days prior to the date when the air carrier desires to place such increases into effect. When the service records indicate that any component or subcomponent consistently requires repair, adjustment or other maintenance because of damage, wear, or deterioration, within the current time limitations, the pertinent time limitations must be reduced, or the maintenance and inspection procedures must be adjusted to compensate for the poor service experience. Typical of such latter procedure would be the adding of the mid-period inspection or service, retirement of parts, modification of the component or introduction of more accurate or qualitative test procedures during routine inspections. Overhaul time limitations should be revised when necessary to a time which can be expected to substantially reduce the failure or malfunctioning rate, based on the recorded failure times. Inspections or checks should also be more frequent when such action is found necessary to provide current knowledge of the conditions of specific components or otherwise necessary to maintain the desired level of safety.

(1) *Airframe; revision of time limitations.* The increases of time limitations for overhaul (or major inspection in case of pattern system, etc.) of airframes will not be approved for more than an increment of 1,000 hours. Increases in the overhaul time limitations will be based on evaluation of all pertinent service records and examination of at least one aircraft, of the model involved, that has been overhauled at the currently approved time limitations. The Administrator may require that more than one aircraft be examined prior to approval of an increase in airframe time limitations if he considers that the service record or the condition of the first aircraft examined is inadequate to support the increase. The examination of sample aircraft should be conducted by responsible inspection and management personnel of the carrier and the assigned CAA maintenance agent. When a pattern or block overhaul type of maintenance system is used, it will be permissible to reschedule individual items in another block or pattern, thus exceeding the maximum increment, if performance and condition of the specific item warrants such an increase. This action will not be considered in conjunction with any increase in the basic block or pattern times.

(2) *Powerplants and associated mechanical appliances; revision of time limitations.* Increases in engine overhaul periods will not be approved in increments greater than 100 hours. Increases in time limitations above the 1,000 hour basic engine overhaul period will be considered on the basis of satisfactory operation of a specified number of engines of the same type or model. The operator may make application for a supplemental amendment to the currently approved time limitation indicating the desired time limitations and the particular engines to be operated to the new time limitations. This supplemental amendment must be applicable to a sufficient number of engines as deemed necessary by the assigned CAA agent, but not less than three, in order to determine the ability of the engine to operate satisfactorily at the desired new overhaul period. The engines so operated must be identified on the supplemental amendment by make, model and serial number. Upon satisfactory completion of the 100 hours additional operation, and satisfactory disassembly and inspection of the engines and related components listed on the supplemental specification, the air carrier may then submit an application for an amendment in the routine manner, requesting a 100 hour extension of the overhaul period on the entire fleet of engines and related components of the same type and model in their operation. Experience may justify a request for the operation of some engine accessories to double or triple the approved engine overhaul limitations. Such amendments may be submitted if previous satisfactory service and overhaul experience, including the service to be performed at each engine change period, can justify the increase as not adversely affecting the continuous condition of airworthiness of the component involved. Installation of engines being operated in accordance with provisions of a supplemental specification must be limited to one per twin engine aircraft and two per four engine aircraft installed on opposite sides.

(3) *Electrical/electronic appliances, revision of time limitations.* Increases in established times for inspections, bench tests or overhaul periods will not be approved for increments greater than 300 hours or 20 percent of the currently effective time limitations. Inspections, checks, overhaul or bench tests may be adjusted to conform with an appropriate engine or airframe inspection period provided that the maximum increment is not exceeded, and the increase is supported by the service experience with the particular electrical/electronic appliance. Vacuum tube failures such as open or shorted tube elements which may occur without regard to the amount of use or time in service, need not be considered as failures when considering the time limitation increases. Any other vacuum tube failures or malfunctioning due to deterioration, such as loss of electronic emission, must be considered in any proposed increase in time limitations. When electrical/electronic appliances are overhauled on an on-condition basis, special consideration must be given to the con-

tinued airworthiness of mechanical components of such equipment. Means must be provided to assure that any component of such appliances which is subject to wear with time in service, is overhauled within prescribed time limitations.

(4) *Aircraft instruments.* An increase will not be approved in increments greater than 300 hours or 20 percent, except that the maximum increment for the overhaul of gyroscopic mechanisms must not exceed 10 percent of the established overhaul period or 250 hours, whichever is the lesser amount. Instruments, appliances or other equipment incorporating gyroscopic mechanisms need not necessarily be restricted to the 10 percent or 250 hours maximum increment if suitable means are established for the accurate control of the gyroscopic mechanism overhaul during some appropriate inspection period of the major apparatus.

(h) *Electrical circuit protective devices; first aid and emergency equipment; inspection periods; establishment of new or revised time limitations.* (1) Inspection periods must be established for electrical circuit protective devices (circuit breakers, fuses and related apparatus) to assure by visual means when applicable or by performance tests when necessary that such devices in an aircraft are capable of accomplishing their intended protective function. The initial time limitations should conform to the manufacturers' recommendations unless service experience shows that lower time limits should apply. In the absence of manufacturers' recommendations, the initial inspection of circuit breakers should not exceed 2,500 hours of elapsed time in service, as defined in § 40.5. Satisfactory service experience will be the only basis for considering any increase in the inspection periods for electrical circuit protective devices. The inspection periods for first aid kits, flotation equipment and other emergency equipment must assure the continued serviceability and immediate readiness of such equipment for its intended emergency purposes. Major inspection periods must be established for the purpose of determining that all components of the emergency equipment are complete and airworthy and may be expected to remain in this condition until the next major inspection or actual use under emergency conditions. Routine inspection periods must be established to assure that such equipment (or any component thereof) is installed or stored properly, has not deteriorated, been tampered with, damaged, or articles removed since the last inspection. The major inspection of all emergency equipment, except fire extinguishers and other equipment requiring more frequent qualitative inspection, must be performed at periods not to exceed 1,500 hours of elapsed time in service or six calendar months, whichever occurs first. Fire extinguishers must be inspected, tested, filled and serviced at periods recommended by the manufacturer, or National Board of Fire Underwriters. The inspection periods of equipment containing dry batteries or any self-contained battery power source must pro-

vide for the replacement or recharging of such components within the time limits prescribed by the manufacturer.

(2) When the service experience with any component of emergency equipment shows the need for more frequent inspection to assure that it is airworthy at all times, it must be so inspected at appropriately reduced intervals. Careful consideration must be given to the nature of individual components in any particular emergency apparatus. For example, if chemicals, tinned water containers, rubber life rafts, and similar items contained in a major assembly show any tendency toward deterioration at intervals less than the established major inspection period, appropriate reductions in such inspection periods of the major assembly must be made. Equipment such as fire axes, escape ropes, etc., which may be inspected by visual means at routine inspection intervals are excepted from the major inspection time limitations, provided that items which may deteriorate with time, are tested at appropriate intervals. Unless suitable protective seals are attached to the closures of emergency equipment, such equipment must be thoroughly examined at each routine inspection for possible tampering, damage, or loss of essential components.

§ 40.19-1 *Content of Operations Specifications, Aircraft Maintenance (CAA policies which apply to § 40.19 (e))* It shall be the policy of the Administrator to issue Operations Specifications, Aircraft Maintenance, which have the minimum contents as follows:

(a) (1) The Operations Specifications, Aircraft Maintenance, will contain a comprehensive listing of all components of airframes, engines, propellers and appliances, and the time limitations for checks, inspections and overhauls applicable to each listed component. The list of components shall be complete and inclusive except that sub-components which are subject to check, inspection and overhaul at the same time limitations as the components to which they are related may be omitted from the listing. When this is done, the operations specifications shall bear a statement to the effect that parts and sub-components not listed will be checked, inspected and overhauled at the same time limitations specified for the component or assembly to which such components are related.

(2) When coded identifications or titles, such as "operation #1, #2, #3, etc.," or "line check, intermediate check, base inspection, etc.," are used in connection with specified time limitations in the operations specifications, a brief description of such terms shall be included which identifies the operation concerned.

(b) If the carrier proposes Operations Specifications, Aircraft Maintenance, which would permit for all or any part of an aircraft a block overhaul system, a sampling inspection and overhaul systems, or any other maintenance system which either (1) does not prescribe a fixed period for overhaul, inspection or check of each component of an aircraft, or (2) includes alternative standards and procedures under which the air

carrier may be given authority to establish and adjust such time limitations, the air carrier must fully define and describe the manner in which such a special maintenance program will be performed.

(c) The Administrator will issue certain Operations Specifications, Aircraft Maintenance, which will be uniformly applicable to all air carriers. Such operations specifications will be identified as Operations Specifications, Aircraft Maintenance—General. The content of such specifications will contain definitions of common terms and conditions uniformly applicable to all Operations Specifications, Aircraft Maintenance.

§ 40.19-2 *Content of Operations Specifications, Aircraft Weight and Balance Control (CAA policies which apply to § 40.19 (f))* It shall be the policy of the Administrator to issue Operations Specifications, Aircraft Weight and Balance Control, to an air carrier when the aircraft weight and balance control system submitted by the air carrier conforms with the following policies, procedures and limitations and contain at least the minimum content necessary to set forth such policies, procedures and limitations as defined in this section:

(a) *General.* (1) The Operations Specifications, Aircraft Weight and Balance Control, as submitted by an air carrier will contain an accurate description of the procedures used to maintain control of weight and balance of all aircraft operated under the terms of the operating certificate and shall provide that the aircraft under all operating conditions is loaded within the gross weight and center of gravity limitations. The operations specifications shall also contain procedures used for determining weight of passengers, weight of baggage, periodic aircraft weighing, training of weight and balance personnel and identification of aircraft concerned. Related data necessary for approval of the air carrier weight and balance program will be furnished to the assigned maintenance agent in the form of substantiating data and the air carrier's records shall be made available to the agent for review as considered necessary by the assigned maintenance agent.

(2) The Operations Specifications, Aircraft Weight and Balance Control, submitted by the air carrier may utilize any loading schedule, procedure or means by which the air carrier can show that the aircraft is properly loaded and will not exceed authorized weight and balance limitations during operation.

(3) By whatever method used; the air carrier shall account for all probable loading conditions which may be experienced in service and show that the loading schedule will provide satisfactory loading. Loading schedules may be applied to individual aircraft or to a complete fleet, depending on whether or not a fleet weight has been established for the aircraft. Unless otherwise authorized, a copy of pertinent loading data should be carried in each aircraft. When an air carrier operates several types or models of aircraft, the loading schedule, which may be index type, tabular type or a mechanical computer, must be iden-

tified with the type or model of aircraft for which it is designed. Since the loading schedule or computer is approved as a part of the weight and balance procedure, any new loading device developed for air carrier use should be submitted to the assigned CAA agent with complete data for approval and an application for appropriate amendment of the operations specifications.

(b) *Related limitations.* In order that the procedures set forth in the Operations Specifications, Weight and Balance Control, may be properly applied to aircraft concerned, all seats, compartments and other loading stations shall be properly marked and the identification used must correspond with the instructions established for computing the weight and balance of the aircraft. When the loading schedule provides blocking off of seats or compartments in order to remain within the center of gravity limits, effective means must be provided to assure that such seats or compartments are not occupied during operations specified. Cargo compartments shall be placarded showing the maximum weight and volume of each compartment and such placards must be readily legible to the loading personnel. Instructions shall be prepared for crew members, cargo handlers and other personnel concerned, giving complete information necessary regarding distribution of passengers, cargo, fuel and other items. Information relative to maximum capacities and other pertinent limitations affecting the weight or balance of the aircraft shall be included in these instructions. When it is possible by adverse distribution of passengers to exceed the approved CG limits of the aircraft, special instructions for such operation will be issued to the appropriate crew members so that the load distribution can be maintained within the approved limitations.

(c) *Terms, descriptions, and limitations.* For the purpose of weight and balance control, the following terms, descriptions, and limitations will be applied in Operations Specifications, Aircraft Weight and Balance Control, submitted by an air carrier.

(1) *Empty weight.* The empty weight of an aircraft is considered to be the maximum gross weight less the following:

(i) All fuel and oil, excepting system fuel and oil. (See note.)

(ii) Drainable anti-detonant injector and de-icing fluids.

(iii) Crew and baggage.

(iv) Passengers and cargo (revenue and non-revenue)

(v) Removable passenger service equipment, food, magazines, etc., including drainable washing and drinking water.

(vi) Emergency equipment (overwater, tropical, frigid)

(vii) Other equipment, variable for flights.

(viii) Flight spares (spark plugs, wheel, cylinder, etc.)

NOTE: System fuel and oil is that amount required to fill both systems and the tanks, where applicable, up to the tank outlets to the engines. When oil is used for propeller feathering, such oil is included as system oil.

(2) *Operating weight.* The basic operating weight established by the air carrier for a particular model aircraft will include the following standard items of the operator in addition to the empty weight of the aircraft unless otherwise specified.

(i) Normal oil quantity.

(ii) Anti-detonant injector and de-icing (winter) fluids.

(iii) Crew and baggage.

(iv) Passenger service equipment, including washing and drinking water, magazines, etc.

(v) Emergency equipment, if required, for all flights.

(vi) All other items of equipment considered standard by the air carrier concerned.

(3) *Aircraft, zero fuel weight.* The zero fuel weight of an aircraft is the maximum weight authorized for such aircraft without fuel. The weight of fuel carried in the fuselage, or equivalent locations, must be deducted from such maximum. When zero fuel weight limitations or equivalent restrictions are specified, proper provision for loading shall be made by the operator so that such structural limitations are not exceeded.

(d) *Aircraft weights.* Operations Specifications, Aircraft Weight and Balance Control, will contain provisions for determining aircraft weights in accordance with the following procedures:

(1) *Individual aircraft weights and changes.* The loading schedule may utilize the individual weight of the aircraft in computing pertinent gross weight and balance. The individual weight and balance of each aircraft shall be re-established at the specified reweighing periods. It also shall be re-established whenever the accumulated changes to the operating weight exceeds plus or minus one-half of one percent of the maximum landing weight or the cumulative change in CG position exceeds one-half of one percent of the MAC.

(2) *Fleet weights, establishment and changes.* For a fleet or group of aircraft, of the same model and configuration, an average operating fleet weight may be utilized if the operating weights and CG positions are within the limits established in this paragraph. The fleet weight will be calculated on the following basis:

(i) An operator's empty fleet weight will be determined by weighing aircraft according to the following table:

For fleet of 1 to 3, weigh all aircraft.

For fleet of 4 to 9, weigh 3 aircraft plus at least 50 percent of the number over 3.

For fleet of over 9, weigh 6 aircraft plus at least 10 percent of the number over 9.

(ii) In choosing the aircraft to be weighed, the aircraft in the fleet having the highest time since last weighing should be selected. When the average empty weight and CG position has been determined for aircraft weighed and the basic operating fleet weight (winter and summer, if applicable) established, necessary data should be computed for aircraft not weighed but which are considered eligible under such fleet weight. If the basic operating weight of any aircraft weighed or the calculated basic operating weight of any of the remain-

ing aircraft in the fleet varies by an amount more than plus or minus one-half of one percent of the maximum landing weight from the established basic operating fleet weight or the CG position varies more than plus or minus one-half of one percent of the MAC from the fleet weight CG, that airplane must be omitted from that group and operated on its actual or calculated operating weight and CG position. If it falls within the limits of another fleet or group, it may then become part of that operating fleet weight. In cases where the aircraft is within the operating fleet weight tolerance but the CG position varies in excess of the tolerance allowed, the aircraft may still be utilized under the applicable operating fleet weight but with an individual CG position.

(iii) Re-establishment of the operators' empty fleet weight or the operating fleet weight and corresponding CG positions may be accomplished between weighing periods by calculation based on the current empty weight of the aircraft previously weighed for fleet weight purposes. Weighing for re-establishment of all fleet weights will be conducted on a two-year basis unless shorter periods are desired by the air carrier.

(3) *Establishing initial weight before use in air carrier service.* Prior to being used in air carrier service, each aircraft shall be weighed and the empty weight and center of gravity location established. New production transport category aircraft delivered to air carriers normally are weighed at the factory and are eligible for air carrier operations without reweighing if the weight and balance records have been adjusted for alterations or modifications to the aircraft. Aircraft transferred from one air carrier to another need not be weighed prior to utilization by the latter unless more than twenty-four calendar months have elapsed since last weighing.

(4) *Periodic weighing; aircraft using individual weights.* Aircraft operated under a loading schedule utilizing individual aircraft weights in computing the gross weight shall be weighed at intervals of twenty-four calendar months. An air carrier may, however, apply for extension of this weighing period for a particular model aircraft, when pertinent records and actual routine weighing during the preceding twenty-four months of air carrier operation show that weight and balance records maintained are sufficiently accurate to indicate aircraft weights within the established limitations. Such application should be limited to increases in increments of twelve months and must be substantiated in each instance with at least two aircraft weighings. Increases may not be granted which exceed a time which is equivalent to the aircraft overhaul period.

(5) *Periodic weighing, aircraft using "fleet weights."* Aircraft operating under fleet weights should be weighed in accordance with procedures outlined for the establishment of fleet weights. Since each fleet weight must be re-established every two years and a specified number of aircraft weighed at such periods, no additional weighing is considered necessary. A rotation program should, how-

ever, be incorporated so all aircraft in the fleet will be reweighed periodically.

(6) *Weight increase due to unaccountable items.* A provision shall be incorporated to cover increases in weight between weighings due to accumulation of unaccountable items, unless it can be proven that such factor is negligible.

(7) *Weighing procedure.* Normal precautions, consistent with good practices in the weighing procedure, such as checking for completeness of the aircraft and equipment, determining that fluids are properly accounted for, and that weighing is accomplished in an enclosed building preventing the effect of the wind, shall prevail. Any acceptable scales may be used for weighings provided they are properly calibrated, zeroed and used in accordance with the manufacturer's instructions. Each scale must have been calibrated, either by the manufacturer or by a civil Department of Weights and Measures, within one year prior to weighing any aircraft for this purpose unless the air carrier can show evidence which warrants a longer period between calibrations.

(e) *Passenger weights.* The Operations Specifications, Weight and Balance Control, submitted by the air carrier may provide procedures under which the air carrier may elect to use either the actual passenger weight or the average passenger weight to compute passenger loads over any route, except those cases where non-standard weight passenger groups are carried. Both methods may be used interchangeably provided only one method is used for any flight from originating to terminating point of the particular trip or flight involved. When both methods are used, provisions must be incorporated in the load manifest so personnel concerned may readily determine which procedure is used on any flight.

(1) *Actual passenger weight.* Actual passenger weight may be determined by scale weighing of each passenger prior to boarding the aircraft, and such weight is to include minor articles carried on board by the passenger. If such articles are not weighed, the estimated weight must be accounted for. The actual passenger weight may also be determined by asking each passenger his weight and adding thereto a pre-determined constant to provide for hand-carried articles and also to cover possible seasonal affect upon passenger weight due to variance in clothing weight. This constant may be approved for an air carrier on the basis of a detailed study conducted by the operator over the particular routes involved and during the extreme seasons when applicable.

(2) *Average passenger weight.* (i) An average weight of 160 pounds (summer) may be used for each adult passenger during the calendar period of May 1 through October 31.

(ii) An average weight of 165 pounds (winter) may be used for each adult passenger during the calendar period through April 30.

(iii) An average weight of 80 pounds may be used for children between the ages of 3 and 12. Children above 12 years of age are classified as adults for the purpose of weight and balance compu-

tations. Children less than 3 years old are considered "babes in arms."

(iv) The average passenger weight includes minor items normally carried by a passenger.

(3) *Non-standard weight groups of passengers.* The average passenger weight method shall not be used in the case of flights carrying large groups of passengers whose average weight obviously does not conform with the normal standard weight. Actual weights must be used for cases in this category such as a passenger load consisting to a large extent of athletic squads or a predominant racial group which is smaller or larger than the U. S. average.

(f) *Crew weight.* The Operations Specifications, Aircraft Weight and Balance, may provide that the actual weight of crew members be used or the following approved average weights may be utilized:

(1) Male cabin attendants 150 pounds; female cabin attendants 130 pounds.

(2) All other crew members 170 pounds.

(g) *Passenger and crew baggage.* The Operations Specifications, Aircraft Weight and Balance, shall contain provisions which will assure that all baggage, including that carried on board by the passengers, is properly accounted for. If desired by the air carrier, standard crew baggage may be included in the basic operating weight of the aircraft. Weight in excess of such standard must be added as a separate item.

(h) *Center of gravity travel during flight.* The air carrier must show that the Operations Specifications, Aircraft Weight and Balance, fully account for the extreme variations in center of gravity travel during flight caused by all or any combination of the following variables:

(1) *The movement of a number of passengers and cabin attendants equal to the placarded capacity of the lounges or lavatories from their normal position in the aircraft cabin to such lounge or lavatory.* If the capacity of such compartment is one, the movement of either one passenger or one cabin attendant, whichever most adversely affects the CG condition, shall be considered. When the capacity of the lavatory or lounge is two or more, the movement of that number of passengers or cabin attendants from positions evenly distributed throughout the aircraft may be used. Where seats are blocked off, the movement of passengers and/or cabin attendants evenly distributed throughout only the actual loaded section of the aircraft shall be used. The extreme movements of the cabin attendants carrying out their assigned duties within the cabin will be considered. The various conditions will be combined in such a manner that the most adverse effect on the CG will be obtained and so accounted for in the development of the loading schedule to assure the aircraft being loaded within the approved limits at all times during flight.

(2) *Landing gear retraction.* Possible change in CG position due to landing gear retraction will be investigated and results accounted for.

(3) *Fuel.* The effect on the CG travel of the aircraft during flight due to fuel

used down to the required reserve fuel or to an acceptable minimum reserve fuel established by the air carrier shall be accounted for.

(4) *Miscellaneous items.* Miscellaneous items consumed during flight, such as oil, water, anti-detonant injector fluid, de-icing fluids, etc., will be accounted for.

(i) *Fuel allowance for taxiing and run-up.* The weight and balance system may provide for a weight allowance of 3 pounds of fuel for each 100 horsepower (maximum continuous) available to the aircraft from all of its engines to be added to the maximum gross weight of the aircraft to compensate for fuel used during run-up and taxiing.

(j) *Records.* The weight and balance system specified in the Operations Specifications shall include methods by which the air carrier will maintain a complete, current and continuous record of the weight and center of gravity of each aircraft. Such records should reflect all alterations and changes affecting either the weight or balance of the aircraft, and shall include a complete and current equipment list. When fleet weights are used, pertinent computations should also be available in individual aircraft files.

(k) *Personnel and training.* The air carrier shall show that loading and operating personnel have full knowledge of the loading limitations of the aircraft utilized by the air carrier and are capable of performing and supervising necessary weight and balance computations and related evaluations of critical weight and balance conditions. The weight and balance system shall include a training program acceptable to the Administrator to assure that all personnel concerned with the loading of passengers and cargo are thoroughly familiar with the weight and balance limitations involved and that appropriate maintenance personnel are capable of performing and supervising the necessary weight and balance computations. Crew training programs shall include special emphasis on critical movements of passengers and crew during flight to assure that such personnel can avert a loading condition which may be detrimental to the safety of the aircraft involved. The training program shall include provisions that all newly recruited personnel having duties which concern weight and balance shall receive appropriate weight and balance training.

(l) *Weight of fluids.* The weight of all fluids used in aircraft may be established on the basis of actual weight or a volume conversion utilizing appropriate temperature correction factors to accurately determine the weight by computation of the quantity of fuel on board.

§ 40.23-1 *Maintenance base (CAA interpretations which apply to § 40.23)* The principal maintenance base shall include the location or locations at which the air carrier performs any major aircraft maintenance functions. When the maintenance headquarters and the principal aircraft maintenance base or bases are geographically separated, the air carrier shall give written notice of each such location. Any change in any such base shall mean a change in location.

§ 40.30-1 *Route requirements; demonstration of competence (CAA policies which apply to § 40.30)* In determining the competence of an air carrier to operate over a route or route segment, the Administrator will require the carrier to show that it can conduct the proposed operation in compliance with the applicable provisions of this subchapter and the air carrier's operations specifications. The Administrator's determination may be based on a proving flight or, in a proper case, a determination may be based on written justification from the carrier as to why a proving flight is unnecessary. The Administrator's determination in any event will be predicated upon the adequacy of the facilities provided by or available to the air carrier including, but not limited to aircraft, airports, lighting facilities, maintenance facilities, communication and navigation facilities, fueling facilities, ground and aircraft radio facilities, and the competency of personnel to be used in the proposed operation.

§ 40.30-2 *Proving flight requirements (CAA policies which apply to § 40.30)*

(a) *Application.* When the Administrator has determined that a route proving flight is necessary, the carrier shall comply with the following: At least 15 days prior to the scheduling of route proving flights, officials of the air carrier shall submit to the Civil Aeronautics Administration office handling its operations specifications, a written request for the assignment of Civil Aeronautics Administration personnel to observe the flights. This request must be accompanied by an original application and copies of pertinent proposed amendments to the operations specifications, and must include sufficient data pertaining to the route to satisfy the Administrator that the air carrier is prepared for the route proving flights. This will allow sufficient time for making any necessary additions or corrections, thus preventing delays or misunderstandings.

(b) *Conduct.* After the air carrier has made all the necessary preparations to conduct the route proving flights, duly designated representatives of the Civil Aeronautics Administration will be assigned to observe them. All route proving flights shall be undertaken exactly as the operator intends to operate in scheduled air transportation when carrying passengers, property, or mail, or any combination thereof. Air carrier personnel assigned to conduct the route proving flights shall be regular crew members who, it is anticipated, will be assigned to the route.

(c) *Duration.* Route proving flights shall continue until the air carrier has demonstrated to the satisfaction of the Administrator that it is competent to conduct a safe operation over the entire route to be flown in air transportation.

§ 40.33-1 *Airports (CAA policies which apply to § 40.33)* An airport shall be deemed as properly equipped and adequate; when it meets the following minimum standards:

(a) *Size.* The landing area shall be of sufficient length to permit compliance with the airplane performance operating limitations of the transport category or

non-transport category requirements of this part appropriate to the type of aircraft used.

(b) *Surface.* The landing area and taxiway areas shall be clearly defined. They may be unpaved or hard surfaced or a combination of both. These areas shall be sufficiently smooth and firm to permit an airplane of the type used to traverse them safely. Shoulders of runways and taxiways shall be graded to the extent that they will not constitute a hazard to the aircraft operating thereon.

(c) *Obstructions.* Obstructions on and in the vicinity of the airport shall be obstruction marked and lighted as applicable for day or night operations. In determining obstructions to air navigation, the criteria contained in Civil Aeronautics Administration Technical Standard Order N-18 will be used, insofar as practicable.

(d) *Facilities.* (1) At each airport utilized, weather reports prepared from observations made and released by the U. S. Weather Bureau or a source approved by it shall be available.

(2) Ramp equipment such as battery carts, fire bottles, loading stands, steps, etc., must be provided and shall be suitable to service the type aircraft being utilized.

(3) Satisfactory means of determining wind direction for day and/or night operations shall be provided, i. e., tetrahedron, wind tee, control tower, remote microphone, etc.

(e) *Public protection.* Safety measures for the protection of the public shall be provided at each airport utilized. Such measures shall be designated to restrict unauthorized personnel and vehicles from the loading ramp, runways, taxiways, etc. They may consist of fences, gates, chains, airport guards, etc., so long as they are sufficient to accomplish the intended result.

(f) *Lighting.* At airports where night operations are conducted, the minimum facilities and equipment shall be required as follows:

(1) Lights defining the boundaries of the usable area including threshold lights and/or runway lights identifying the outer limits of the runways including threshold lights as prescribed in Civil Aeronautics Administration Technical Standard Order N-1b. Lights of the open flame type (flare pots) are not considered satisfactory runway lights except in an emergency or when required by other extenuating circumstances.

(2) Lights either of a permanent or portable type shall be provided and operated to illuminate the ramp, apron, and passenger loading area.

(3) Obstructions on and in the vicinity of the airport shall be obstruction lighted insofar as practicable in accordance with the criteria contained in Civil Aeronautics Administration Obstruction Marking Manual.¹

(4) An airport beacon either of a rotating or combination of rotating beacon and flashing code beacon shall be provided and operated continuously from sunset to sunrise. In this respect, the criteria contained in Civil Aeronautics

¹ TSO N-2a, when published, will contain the obstruction lighting criteria.

Administration Technical Standard Order N-19 shall apply.

(g) *Navigation, communication aids and traffic control.* These facilities shall be suitable for the type of operations to be conducted.

§ 40.37-1 *Servicing and maintenance facilities (CAA policies which apply to § 40.37—(a) General.* (1) It will be the policy of the Administrator to require an air carrier to show housing, work space, equipment, supplies, materials, tools, parts, aircraft components and personnel in sufficient quantity and quality as necessary to assure that the needed servicing, maintenance, repair and inspection of airplanes and auxiliary equipment can be satisfactorily performed at all times by either the air carrier or by persons with whom the air carrier has made arrangements for the performance of such functions.

(2) The air carrier's schedule frequencies, type and quantity of aircraft, maintenance system and route structure are primary factors which the Administrator will consider in any demonstration of adequacy and competency which the air carrier may be required to show.

(3) In demonstrating or proving to the satisfaction of the Administrator that housing, facilities, equipment and materials are adequate, the air carrier may be guided by Civil Aeronautics Manual 52, §§ 52.21, and 52.30 through 52.36 of this subchapter, insofar as applicable to his aircraft and maintenance system.

(b) *Distribution of servicing and maintenance facilities.* The air carrier will be required to show that competent personnel, spare parts, airframe components, engines, appliances, servicing equipment, refueling facilities and any other requisite maintenance necessities are provided and distributed to such places and in such quantity as will assure that any needed servicing, maintenance, inspection, overhaul or refueling will be satisfactorily accomplished at each regular airport, refueling airport, provisional airport and each maintenance base or maintenance bases.

(c) *Refueling and servicing equipment.* The air carrier will be required to show that refueling and servicing equipment conform to the following minimum criteria.

(1) Fuel storage and fuel dispensing apparatus is of such type and handled in such manner as will effectively preclude the refueling of any aircraft with fuel which contains any contamination. This will require facilities and an inspection system which will provide and assure that the presence of water or other contamination in fuel can be detected and removed before such fuel is placed in aircraft. This will also require that fueling hose nozzles are equipped with suitable screens or equivalent which prevent the entry of hose particles or other foreign matter into aircraft fuel tanks.

(2) Means shall be provided to protect personnel and aircraft from the hazards of fire and fuel explosions during refueling operations. This will require that fire extinguishing apparatus of a type and quantity suitable for fuel fires is provided where fueling operations are conducted. Suitable pressure vents,

means of controlling fuel overflow and means for protection against the hazards of static electricity must also be provided. The standards and recommended Good practices as established by the National Fire Protection Association Committee on Aviation and Airport Fire Protection sets forth recommended methods and procedures which will guide the Administrator in his determination of satisfactory refueling protective measures which the air carrier may show.

(d) *Miscellaneous servicing equipment.* Servicing ladders, stands, lighting, docks, external power sources and other associated equipment shall be of such quantity and type as will assure the performance of servicing and maintenance in a safe manner and in accordance with the air carrier's approved maintenance system.

(e) *Competent personnel.* The air carrier will be required to show that all servicing, maintenance and inspection personnel meet the objectives and competency requirements set forth in § 40.242. The number and distribution of personnel which the air carrier must show will vary according to the type and volume of servicing and maintenance performed. However, the air carrier must have available a sufficient number of properly qualified employees in keeping with the volume of work in process. The air carrier will be required to show that this number will be maintained at a level which will assure the performance of airworthy work. The number of certificated airmen which the air carrier will be required to show will be determined on the basis that any individual who is directly in charge of inspection, maintenance, overhaul or repair of any airframe, engine, propeller or appliance shall hold an appropriate license or airman certificate as required by § 40.241 (b). (The term "directly in charge" is interpreted in § 40.241-2.

(f) *Facilities provided by other agencies.* The air carrier will be required to show that agencies contracting to perform major overhauls, repairs, or alterations for the air carrier are those specified under § 18.10 (b), (d) or (e) of this subchapter.

§ 40.51-2 *Contents of manual, procedures for the continuance of flight with inoperative and unserviceable equipment (CAA policies which apply to § 40.51 (a) (5)).—(a) General.* The contents of the manual required by this section should include procedures to be followed by the flight crew, dispatchers and maintenance personnel when any item of required equipment becomes inoperative or unserviceable en route. Such procedures should guide the flight crew and dispatch personnel with regard to any immediate action which may be necessary and the further conduct of the flight. Such procedures should guide the maintenance personnel in effecting repairs or replacements at appropriate stations and safeguarding against hazards incident to failures.

(b) *Procedures for the guidance of flight and dispatch personnel.* At least the following minimum information and procedures should be provided in the

manual for the guidance of such flight and dispatcher personnel.

(1) Points along the air carrier's routes where repairs or replacements can be made.

(2) Equipment which must be repaired or replaced at the next landing and prior to any further take-off.

(3) Equipment which may be continued to a scheduled terminal and conditions under which such continuance may be made.

(4) Emergency procedures to be followed in event of failure of any required equipment.

(5) List of required equipment for each type of operation.

(6) Any other procedures which, due to any hazards which may result from failure of any required equipment, will guide such personnel in maintaining safe operation of the aircraft.

(c) *Procedures for the guidance of maintenance personnel.* At least the following minimum information and procedures should be provided in the manual for the guidance of maintenance personnel:

(1) The same essential information and procedures as outlined in paragraph

(b) (1) through (6) of this section except that the procedures noted in paragraph (b) (4) and (6) should, for maintenance personnel, include:

(i) Instructions for the disconnecting, disabling, removing, or otherwise rendering safe any item of equipment which might be hazardous to flight if otherwise continued in an unserviceable condition.

(ii) Instructions for the installation of appropriate cockpit placards to warn or guide the flight crew with regard to unserviceable or inoperative equipment.

(iii) Inspection procedures to find hazardous hidden damage which may result in parts or components of any system in which a known failure has occurred in any part of such system.

(d) *Procedures for the continuance of flight beyond a scheduled terminal.* Section 40.391 (b) permits the air carrier to continue flight beyond a scheduled terminal with inoperative or unserviceable required equipment when authorized by the Administrator and procedures are incorporated in the manual for such continuance of flight. If so authorized, the air carrier shall incorporate such procedures in his manual for each authorized item of equipment to include the same minimum information in paragraphs (b) and (c) of this section and such additional information and procedures as the Administrator may require according to particular circumstances.

§ 40.52-1 *Copies of the entire manual, or appropriate portions thereof, to be furnished to assigned aviation safety agents (CAA policies which apply to § 40.52 (a) (3)).* The number of entire manuals and/or number of appropriate portions thereof to be furnished will be designated by the aviation safety agents assigned to each air carrier. The quantity of manuals and the designation of appropriate portions thereof to be furnished to such agents will necessarily vary according to the particular characteristics of each air carrier, such as

size, distribution of operations and maintenance facilities, composition of manual, etc. However, the number of manuals or portions thereof will be held to the minimum amount necessary for such agents to accomplish their official functions. Primary distribution of such manuals or portions thereof will normally be made to the aviation safety agents assigned to duty at the air carrier's principal operations and maintenance base.

§ 40.63-1 *Materially altered in design (CAA interpretations which apply to § 40.63 (c))*. A type of airplane will be considered to be materially altered in design when the alterations include, but not necessarily be limited to:

(a) Installation of powerplants other than the powerplants of the type with which the aircraft is certificated.

(b) Major alteration to the aircraft or its components which materially affects the flight characteristics.

§ 40.91-2 *Take-off limitations (CAA policies which apply to § 40.91)*. The maximum tailwind component should be 5 mph unless another value has been approved by the Administrator.

§ 40.93-2 *Landing distance limitations (CAA policies which apply to § 40.93 (a))*. The determination of the adequacy of the airport of intended destination, when complying with § 40.93, is a function of proper dispatch. If the dispatch is based on the best information available, but upon arrival, the criteria in § 40.93 cannot be met, a landing may be made provided the tailwind operating limitation for the airplane is not exceeded.

(a) The maximum tailwind component should be 5 mph, unless another value has been approved by the Administrator.

(b) If this condition cannot be met at the time of dispatch, an alternate airport which fully complies with § 40.93 should be named in the clearance.

§ 40.116-1 *Proof of compliance test (CAA policies which apply to § 40.116)*. Any tests made pursuant to the requirements of § 40.115, prior to January 1, 1954, the effective date of this part, shall be considered as proof of compliance with § 40.116, provided, the compartments are identical in design, construction and material to the compartments used at the time of the prior test. With regard to prior tests concerning dissipation of extinguishing agents, such tests will be considered as being in compliance with this section, provided, the quantity of extinguishing agent that may be discharged into the compartment will at no time exceed the quantity discharged into the compartment at the time of the prior test.

Note: Tests to determine the concentration of carbon dioxide fire extinguishing agent are described in §§ 4b.484-1 and 4b.662-1 of this subchapter. Information concerning acceptable tests to determine the maximum permissible concentration of other toxic extinguishing agents, may be obtained through the local agent of the Civil Aeronautics Administration.

§ 40.153-1 *Carriage of cargo in passenger compartments (CAA policies*

which apply to § 40.153). Normally the stowage of cargo in passenger compartments should be accomplished by utilizing the forward rows of seats in the passenger cabin. Such a practice is permissible by § 40.153: *Provided*, That the requirements specified in paragraphs (a) through (e) of § 40.153 are complied with. However, there may be instances where it might be desirable to carry cargo in the form of an unusually shaped object which would not lend itself to normal stowage practice. If safety is not adversely affected and the carriage of such cargo is in the public interest, the Administrator will authorize deviations from the CAR requirement. The authorization of such deviation will be based solely on the merits of each individual case and no blanket authorization will be granted. In the event that cargo stowed in the forward end of the passenger cabin is of sufficient size or volume so as to obscure the passengers' view of the "seat belt" and "no smoking" sign, an auxiliary sign or some other means of the proper notification of passengers must be provided.

§ 40.170-2 *Determination of operable condition of radio equipment (CAA interpretations which apply to § 40.70 (b))*. Radio equipment specified in §§ 40.230 through 40.232 which is of such complex nature that it cannot be accurately checked for operable condition prior to take-off, except by special ramp or shop performance check procedures, may be deemed to have been determined operable if: (a) Such equipment has been found to be in satisfactory operational condition during the last comprehensive performance check specified in the Operations Specifications, Aircraft Maintenance (other than pre-flight or daily) of the air carrier using such equipment, and its satisfactory operational condition confirmed by means of in-flight checks by pilots during regular operations, and (b) the equipment is otherwise inspected, checked, and maintained in accordance with standards and practices currently followed in the industry which have been found acceptable to the Administrator.

§ 40.173-1 *Emergency equipment for all operations (CAA interpretations which apply to § 40.173 (a))*. The emergency equipment specified in § 40.173 (b), (c), and (d) will be located so that the crew may reach the equipment without the removal of baggage, clothing or other aircraft equipment, and must be mounted in such manner that it shall be secure in flight but can be easily removed in an emergency. When such equipment is carried in compartments or containers, the compartments or containers will be marked in the same manner as specified for exits in § 40.178 (a).

§ 40.173-2 *Hand fire extinguishers for crew, passenger, and cargo compartments (CAA interpretations which apply to § 40.173 (b))*. (a) Approved extinguishers are extinguishers which have been approved by the Administrator or by the Underwriters Laboratories (UL), the Factory Mutual Laboratories (FML), any other agency which may be deemed qualified by the Administrator or by the

Administrator in accordance with § 40.18. Several types of approved extinguishers exist which are intended to combat the classes of fires defined as follows:

(1) Class A fires are defined as fires on which the quenching and cooling effect of quantities of water is of the first importance, i. e., fires in seat upholstery, curtains, floor coverings, clothing, paper, and related materials.

(2) Class B fires are defined as fires on which the blanketing or smothering effect of the extinguishing agent is of the first importance, i. e., fires in small quantities of rapidly burning materials, such as gasoline, oils and greases.

(3) Class C fires are defined as fires in electrical equipment where the use of a non-conducting extinguishing medium is of great importance.

(b) The following fire extinguishers must be located in the passenger compartment:

Minimum number of extinguishers:	Passenger capacity
0	0-6.
1	7-30.
2	31-60.
3 ¹	61 or more.

¹ These aircraft certificated in accordance with part 4b of this subchapter, as amended effective March 5, 1952, having seating for 61 or more passengers, must meet the requirements specified in § 4b.331 (c) of this subchapter, wherein three fire extinguishers are required in the passenger compartment.

§ 40.173-3 *First-aid equipment (CAA policies which apply to § 40.173 (c))*. Each first-aid kit should be dust and moisture proof, should contain only materials which meet Federal Specifications GGK 391, as revised, and should include at least the following items or their equivalent:

(a) No. 1 kit for aircraft of one to five passengers.

- 1 adhesive bandage compresses, 1" (16 per unit).
- 1 antiseptic swabs, 10 mm. (10 per unit).
- 1 ammonia inhalants, 6 mm. (10 per unit).
- 1 ammonia, aromatic spirits, 2 cc. with drinking cups (4 each per unit).
- 1 2" bandage compresses (4 per unit).
- 1 4" bandage compresses (1 per unit).
- 1 triangular bandage compressed, 40" (1 per unit).
- 1 burn compound, ½ oz. (6 per unit).
- 1 tourniquet, forceps, and scissors (1 each per double unit container).

(b) No. 2 kit for aircraft of five to twenty-five passengers. (Kit No. 2 in canvas may also be used on life rafts.)

- 2 adhesive bandage compresses, 1" (16 per unit).
- 2 antiseptic swabs, 10 mm. (10 per unit).
- 1 ammonia inhalants, 6 mm. (10 per unit).
- 2 ammonia, aromatic spirits, 2 cc. with drinking cups (4 each per unit).
- 2 2" bandage compresses (4 per unit).
- 2 4" bandage compresses (1 per unit).
- 1 triangular bandage compressed, 49" (1 per unit).
- 1 burn compound, ½ oz. (6 per unit).
- 1 tourniquet, forceps and scissors (1 each per double unit container).
- 1 eye dressing packet (3 each per unit) (ophthalmic ointment, ½ oz.; eye pads; eye strips).

(c) No. 3 kit for aircraft of twenty-five-up passengers.

- 4 adhesive bandage compresses, 1" (16 per unit).

- 2 antiseptic swabs, 10 mm. (10 per unit).
- 2 ammonia inhalants, 6 mm. (10 per unit).
- 2 ammonia, aromatic spirits, 2 cc. with drinking cups (4 each per unit).
- 3 2" bandage compresses (4 per unit).
- 3 4" bandage compresses (1 per unit).
- 3 triangular bandage compressed, 40" (1 per unit).
- 2 burn compound, 1/4 oz. (6 per unit).
- 1 tourniquet, forceps, scissors (1 each per double unit container).
- 1 eye dressing packet (3 each per unit) (ophthalmic ointment, 1/4 oz., eye pads; eye strips).

§ 40.173-4 *Crash ax (CAA policies which apply to § 40.173 (d))* Any hand type ax suitable for the purpose intended will be deemed satisfactory. On aircraft carrying more than thirty persons, at least one ax should be located in the passenger compartment.

§ 40.175-1 *Spare fuses (CAA policies which apply to § 40.175(a))* (a) If protective fuses are used, the spare fuses for use in flight should be equal at least to fifty percent of the number of fuses of each rating and type required for complete circuit protection or a minimum of two (2) whichever is the greater. For example, if one (1) five-ampere 3AG fuse and six (6) five-ampere 4AG fuses are used, the spares should consist of two (2) five-ampere 3AG fuses and three (3) five-ampere 4AG fuses. Such spare fuses should be readily available for use in flight and their location, type and rating identified so as to permit rapid and accurate selection.

(b) The air carrier manual should describe the purpose, location, quantity, type and rating of all spare fuses required for a particular airplane.

§ 40.175-2 *Power supply requirements for operation of instruments (CAA interpretations which apply to § 40.175(c))*

(a) Instruments and equipment using an external power source are interpreted to mean all instruments and equipment which derive their operative or motive power from an external source such as radios, air driven instruments, electric gyro instruments, etc., as contrasted with spring driven clocks or magnetic compasses which have a self-contained power source.

(b) "A power supply and distribution system capable of producing and distributing the load for all required instruments and equipment using an external power source in the event of failure of any one power source or component of the power distribution system" is interpreted to mean: That alternate power source or sources and power distribution system or systems will be necessary to assure that all required instruments and equipment, using an external power source, receive their essential operative or motive power regardless of failure of any one power source or component of a power distribution system.

§ 40.178-1 *Exit and evacuation marking (CAA policies which apply to § 40.178(b))* (a) Marking required to indicate the location of exterior mechanisms of access should be of a contrasting color with respect to the general color used on the aircraft and readily distinguishable from other markings on

the aircraft. The instructions for opening should be of sufficient size to be readable from a distance of six feet.

(b) The markings used to delineate cutting areas should be of such a color as to contrast with the general background of the area marked and marking used should be as follows: Corner marking should be three inches on each side and one inch in width. Marking other than the corner marking should be two inches in length and one inch in width with two-inch spacing between such marking. Applicable instructions for entry should be of sufficient size to be readable from a distance of six feet.

§ 40.205-2 *Protective breathing equipment and installation (CAA policies which apply to § 40.205)*—(a) *Oxygen systems.* The 300-liter oxygen supply per flight crew member required by this requirement is intended to be used with a demand type oxygen system or a diluter-demand type oxygen system with the lever of the diluter-demand regulator set at "100 percent Oxygen" (Automix "Off") A continuous flow protective breathing system with a suitable mask may also be used for protective breathing purposes providing an oxygen flow rate of 60 liters per minute at 8,000 feet (45 liters per minute at sea level) is supplied to the mask and providing a supply of 600 liters of free oxygen at 70° F and 760 mm Hg pressure is provided to each required flight crew member. See § 4b.651 (h) of this subchapter and associated manual material.

(b) *Portable equipment.* Portable protective breathing units of one of the types mentioned in paragraph (a) of this section may be used to meet this requirement. Portable units which are also intended to be used to meet the fire protection requirements of § 4b.330 (c) of this subchapter should be of one of the demand types; continuous flow types are not suitable for fighting fires in Class A or B cargo compartments since any unused oxygen escaping from around the face mask might aggravate the existing fire.

§ 40.206-1 *Equipment for overwater operations (CAA policies which apply to § 40.206 (a))* The following represents the minimum emergency equipment considered adequate by the Administrator for extended overwater operations. All equipment required in this section must be maintained in an operable and serviceable condition in accordance with the operations specifications.

(a) Any life preserver meeting the specifications of Technical Standard Order TSO-C13 will be acceptable.

(1) Each life preserver should have attached thereto a dye marker packet.

(2) On flights in tropical water areas, each life preserver should have attached thereto a packet of shark repellent. (Navy specification 51-S-48 or equivalent.) Directions for use should be included.

(b) (1) Any life raft meeting the specifications of Technical Standard Order TSO-C12 will be acceptable.

(2) The following equipment shall be properly stowed in each raft or in an accessory kit attached thereto:

- 1 first aid kit (from aircraft).
- 1 canopy (for sail, sunshade, rain catcher or protection from elements).
- 1 75 feet retaining line.
- 1 sea anchor and line.
- 1 police whistle.
- 1 signalling mirror.
- 1 boiling bucket.
- 2 oars.
- 1 waterproof flashlight.
- 1 radar corner reflector.
- 1 raft knife.
- 1 raft repair kit.
- 1 CO₂ bottle for emergency inflation.
- 1 fishing kit.
- 1 inflation pumps.
- 1 magnetic compass.
- 1 survival manual.
- 5-day supply of emergency food rations for each person. Desalinating kits—an amount capable of providing one quart of water per person for the number of persons for which the raft is rated (six kits—Military Specifications MIL-K-5531 (AEF) are considered adequate for one 20-man raft) or; drinking water in sealed containers may be substituted wholly or in part, for the amount of water which the kits are capable of producing. Where sealed containers are carried, a suitable can opener will be provided.
- 6 flares suitable for day use.
- 6 flares suitable for night use.

NOTE: Six day-night type flares will meet this requirement, also a Very pistol and three flares may be substituted in lieu of three of the required night flares.

At least one packet of dye marker, and On flights in tropical water, at least one packet of shark repellent (Navy Specification 51-S-48 or equivalent). Directions for use shall be included.

(c) When pyrotechnic signalling devices are furnished as part of the raft equipment, the intent of this section is considered to be met.

(d) Gibson-girl radio and accessories (or equivalent)

§ 40.206-2 *Equipment for overwater operations (CAA interpretations which apply to § 40.206 (b))* Life preservers must be stowed at the individual seat positions and the containers or pouches plainly marked as to the contents. Life rafts will be so located and stowed so as to be readily available to the passengers and crew. Nothing shall be stowed or placed on or in the vicinity of such life rafts which will interfere with their immediate accessibility. The location of the life rafts must be such that the raft may be capable of being easily removed and expelled through the nearest exit intended for such use in a minimum amount of time and with minimum effort.

§ 40.230-1 *Independent radio systems (CAA interpretations which apply to § 40.230)* Independent radio systems shall mean that each such system is separate and complete and that the function of any part or the whole of one system must not be dependent on the continued functioning of any component of the other, and in event of failure in one system, the other system must be capable of continued independent operation.

§ 40.241-1 *Adequate inspection organization (CAA interpretations which apply to § 40.241 (a))* The requirement that the air carrier established an organization for inspection is separate and independent of the requirement that the

air carrier show sufficient competent maintenance personnel available where needed to properly maintain the airplanes operated. While not essential that completely separate maintenance and inspection organizations be created, in order for the inspection organization to be considered adequate, it must be so established as to assure that it functions independently of maintenance performance and that any personnel exercising the inspection responsibility do so independently of any supervision other than that provided by such inspection organization. In instances where full time inspectors are not feasible, such as at en route stations or where a small crew is assigned for a specific job away from the larger bases, it is satisfactory for the inspection organization to delegate inspection authority to a qualified individual on the spot; however, the inspection responsibility cannot be delegated.

§ 40.241-2 *Persons directly in charge of inspection, maintenance, overhaul, or repair of airframes, engines, propellers, or appliances (CAA interpretations which apply to § 40.241 (b)).* The individual "directly in charge" means each individual assigned by the carrier or other person performing maintenance, to a position in which he is responsible for the work of a shop, activity, segment, function or station which performs inspections, maintenance, repairs, alterations, or other functions affecting aircraft airworthiness. Such individuals need not necessarily physically observe and direct each worker constantly, but must be available for consultation and decision on matters requiring instruction or decision from higher authority than that of the individuals performing the work. Since the inspection function, by its basic nature, requires decision on the basis of independent and personal judgment each inspector is considered to be directly in charge of any inspection he performs independently. This applies to individuals either regularly or temporarily assigned to inspection function.

§ 40.261-1 *Composition of flight crew; emergency coverage of flight engineer station (CAA interpretations which apply to § 40.261 (d)).* A crew member will be considered qualified for emergency coverage of the flight engineer station who has passed, within the preceding twelve month period, an oral, written or practical examination on aircraft and engine equipment concerned in the normal and emergency mechanical operation of the airplane, and whose competency to manipulate the flight engineer's controls during operation of the aircraft has been demonstrated to either a check pilot or check flight engineer.

§ 40.286-1 *Initial crew member emergency training—synthetic trainers (CAA interpretations which apply to § 40.286 (b)).* Synthetic trainers will be deemed to sufficiently simulate flight operating emergency conditions if the trainer is so designed as to accurately reproduce the placement of flight station instruments and controls of the particular type and model of aircraft for which the training is given, and the operation of such trainer permits accurate reproduction of

the instrument and control characteristics found in the emergency conditions simulated.

§ 40.302-2 *Frequency of pilot checks (CAA interpretations which apply to § 40.302).* (a) The carrier shall establish a base check month for each pilot used as a pilot-in-command. In the case of new pilots-in-command, this base check month will be the month in which the initial qualifying line and proficiency checks are given. In the event that the line and proficiency checks are not both given in the same calendar month, the base check month shall be the month in which the first of such initial qualifying checks was given. In the case of pilots who were currently qualified as pilots-in-command on January 1, 1954, such base check month shall be the month in which the last six month check required under § 61.112 of this subchapter was given.

(b) The subsequent line checks required by § 40.302 (a) must be given not later than the end of the same calendar month as the base month in each succeeding calendar year.

(c) The first of the two proficiency checks required by § 40.302 (b) shall be given not sooner than the first day of the fourth full month following the month in which the last proficiency check was given and shall be given not later than the end of the eighth full month following the month in which the last proficiency check was given. The second of the two proficiency checks required by § 40.302 (b) must be given not later than the end of the same calendar month as the base month each succeeding calendar year. In no event shall a pilot be eligible to serve as pilot-in-command unless he has been given such a proficiency check within the last eight months.

(d) When a pilot for any reason has not met the pilot check requirements of this section, he must be given requalifying line and proficiency checks prior to being used as pilot-in-command. In this case, the base check month shall be re-established the same as though such pilot was a new pilot-in-command.

Example 1. A pilot took a proficiency check on August 30, 1953. His base month, therefore, is August 1953. The earliest date for his next proficiency check is December 1, 1953, and the latest date for the second proficiency check in the twelve month period is August 30, 1954. However, instead of December, this pilot could have taken a proficiency check in January, February, March, or April, provided the second proficiency check is taken in August 1954.

Example 2. A pilot was not currently qualified with respect to proficiency checks on January 1, 1954. His initial proficiency check qualification date is January 3, 1954, and January 1954 becomes his base month. The earliest date on which he can take the first of the two required proficiency checks is May 1, 1954, but not later than September 30, 1954. If he is given a proficiency check in May 1954, the earliest possible time for his second check will be September 1954 and the latest permissible time January 1955. However, if he takes his second check in September 1954, then his next proficiency check must come within eight months of that period or not later than the end of May 1955.

§ 40.302-3 *Pilot checks use of synthetic trainer (CAA policies which apply to § 40.302 (b) (2) (ii)).* An air carrier using a flight simulator in its pilot's training program may be approved to utilize such a device for certain maneuvers in conducting proficiency checks provided that (a) the training device accurately simulates the flight characteristics and the performance of the applicable aircraft through all ranges of normal and emergency operation, (b) the maneuvers to be conducted in the simulator other than those specifically authorized in § 40.302-1, paragraphs (l), (m), (n), (o), (p) and (q), are submitted to the Washington Office for approval by the region in which the headquarters of the air carrier is located, (c) certain critical maneuvers which demonstrate the instrument proficiency of a pilot are executed in an aircraft of the type flown by the pilot in air carrier service. The proficiency flight in the aircraft should include at least maneuvers (minimum speed) approach procedures, handling under circling approach conditions, and take-off and landings, with engine failures as outlined in § 40.302-1, paragraphs (g), (q) (u) and (v), respectively.

§ 40.303-1 *Pilot route and airport qualification requirements (CAA interpretations which apply to § 40.303).* In order to meet the knowledge requirements of § 40.303 (b) the pilot-in-command must demonstrate adequate knowledge of the subjects listed in § 40.303 (b) for a route on which he is to serve between the regular, refueling, or provisional airports listed in the air carrier's operations specifications and any major differences which may exist between that route and any other route over which he may serve between such airports. In such case, the pilot is considered qualified over any off-airway route listed in the Form 514-A or a civil airway, control area extension, or control zone between such airports if he has also met the provisions of § 40.303 (c) and (d) where applicable.

§ 40.307-1 *Flight engineer competence (CAA interpretations which apply to § 40.307).* A flight engineer who has not had, within the preceding six-month period, at least fifty hours of experience as a flight engineer on the type airplane on which he is to serve, shall prior to assignment to duty, be checked and be certified as competent on such airplane by a check flight engineer or by a representative of the Administrator.

§ 40.355-1 *Manipulation of controls (CAA interpretations which apply to § 40.355(a) and (b)).* The phrase "qualified on the airplane" means a certificated pilot holding a type rating for the aircraft utilized, or a co-pilot, not holding a type rating if he has met the qualification requirements of this subchapter: *Provided,* That a certificated pilot with at least a commercial rating may, at the discretion of the pilot in command, manipulate the controls except during take-off and landing.

§ 40.356-1 *Admission to pilot compartment (CAA interpretations which apply to § 40.356).* The term "flight

deck" as used in § 40.356 shall mean all of the area forward of the door or window required by Parts 4a and 4b of this subchapter to be located between the pilot compartment and the passenger compartment.

§ 40.406-2 *Ceiling and visibility minimums-IFR (CAA policies which apply to § 40.406)*—(a) *General*. The policies set forth in this section will be used by the Civil Aeronautics Administration in authorizing the ceiling and visibility minimums contained in the operations specifications issued to scheduled air carriers. Specific deviations from these policies may be approved in instances where CAA and industry representatives concur that the safety of the operation would not be prejudiced.

(1) *Military airports*. When an air carrier is authorized to use a military airport, the ceiling and visibility minimums approved for take-off and landing at that airport will not be less than those agreed upon by the military authorities having jurisdiction over the airport.

(b) *Take-off minimums*—(1) *Regular refueling and provisional airports*—

(i) *General, all aircraft*. In approving take-off minimums for scheduled air carriers, consideration will be given to the following factors:

(a) Obstructions and terrain in the vicinity of the airport.

(b) Effective length of each runway to be used by the air carrier.

(c) The performance characteristics of each type aircraft to be used by the air carrier at the airport.

(d) IFR departure procedures, in use at the airport.

(e) Runway lighting facilities and runway pavement marking available at the airport.

(f) Radio navigation facilities serving the airport.

(ii) *Two-engine aircraft*. The lowest take-off minimums for two-engine aircraft normally will be 300-1. However, minimums as low as 200-½ may be approved in accordance with certain specific conditions and limitation prescribed in the air carrier's operations specifications.

(iii) *Four-engine aircraft*. The lowest take-off minimums for four-engine aircraft will normally be 200-½. However, take-off minimums as low as 200-¼ may be approved in accordance with certain specific conditions and limitations prescribed in the air carrier's operations specifications.

(2) *Alternate airports*. Take-off minimums for both two- and four-engine aircraft may be approved as low as 300-1 when the air carrier is authorized to use a particular airport as an alternate airport only. When an airport is used as an alternate airport and such airport is also authorized in the air carrier's operations specifications as a regular, refueling, or provisional airport, the take-off minimums shown on the applicable Form ACA-511 may be used: *Provided*, That the pilot-in-command is currently qualified into the airport in accordance with the applicable provisions of this subchapter, otherwise, take-off minimums of 300-1 or the take-off

minimums shown on the Form ACA-511, whichever are greater, will be applicable.

(c) *Landing minimums, regular refueling, or provisional airports*—(1) *Circling approach*. When it is necessary to circle an airport to effect a landing, higher landing minimums are required for aircraft with higher maneuvering, approach, and landing speeds than are required for slower type aircraft. The stall speed at maximum certificated landing weight with full flaps, landing gear extended and power-off will be used to differentiate between the two types of aircraft. Circling approach minimums are normally the same for all instrument approach procedures without regard to the type of radio navigational facility used to conduct the instrument approach, and will be established in accordance with the following:

(i) *Aircraft with stall speed in excess of 75 m. p. h.* The minimum ceiling will be, (a) at least 500 feet above the established elevation of the airport, (b) not less than 300 feet above all obstructions within a radius of two miles from the airport boundary and (c) 300 feet above all obstructions within a distance of two miles on each side of the final approach course from the radio facility to the airport. The minimum visibility that will be authorized for such aircraft will normally be one and one-half miles. However, a minimum visibility of not less than one mile may be authorized by application of the sliding scale authorized in the air carrier's operations specifications: A minimum visibility of one mile may also be authorized for those two-engine aircraft having a stall speed in excess of 75 m. p. h., which can be safely maneuvered within a radius of not more than one-half mile.

(ii) *Aircraft with stall speed of 75 mph or less*. Such aircraft will normally be authorized to operate into airports with minimums of 100-½ lower than the minimums established for the faster type aircraft. However, the ceiling will not be less than 400 feet and the visibility not less than one mile, except that the visibility may be reduced to ½ mile by application of the sliding scale authorized in the air carrier's operations specifications. The criteria with respect to obstruction clearance will be the same as in subdivision (i) of this subparagraph, except that the minimum ceiling will be at least 300 feet above all obstructions within a radius of 1½ miles from the airport boundary.

(2) *Straight-in approaches using a radio range (L/MF or VOR) or non-directional L/MF facility*. When a radio facility is within seven miles from an airport and is so located that the magnetic bearing from the facility to the end of the runway to be used for a straight-in instrument approach procedure does not diverge more than thirty degrees from the magnetic direction of such runway, straight-in approach minimums as low as 400-1 may be authorized for all types of aircraft. By application of the sliding scale authorized in the air carrier's operations specifications, the visibility minimum may be reduced to one-half mile. The ceiling minimum will be at least 300 feet above all obstructions within a distance of two miles on each side of the final approach course from

the radio facility to the airport. Consideration will also be given to the rate of descent required from the final approach altitude over the radio facility to the approach end of the runway at zero altitude. Normally, lower minimums for a straight-in approach will not be authorized when a rate of descent greater than 600 feet per minute in still air is required at the aircraft's normal approach speed in its approach configuration, unless it can be shown, in specific cases, that a slightly higher rate of descent will not adversely affect safety and is compensated for by other factors such as additional runway length, high intensity runway lights, approach lights, additional approach aids such as radar, and an "obstruction-free" approach area.

(3) *Straight-in approaches using non-directional L/MF facility*. When a non-directional L/MF facility is located on an airport, the ceiling and visibility minimums will be not less than 500-1.

(4) *Straight-in approaches using ASR*. The minimums for straight-in ASR instrument approach procedures will be established in accordance with subparagraph (2) of this paragraph.

(5) *Straight-in approaches using TVOR*. The minimums for straight-in approaches using TVOR will be not less than 400-1.

(6) *Straight-in approaches using ILS or PAR*—(i) *Components of an ILS*. The components which make up the instrument landing systems are (a) localizer, (b) glide slope, (c) outer marker, (d) middle marker, and (e) approach lights.² Compass locator stations may be installed at the sites of the outer and middle markers of an instrument landing system, but are not considered as components of the ILS. However, when installed and in normal operation they may be used in lieu of the outer or middle marker, provided the aircraft is equipped with dual automatic direction finding receivers. If an aircraft is equipped with a single ADF receiver, only one compass locator may be used in lieu of the marker at the corresponding position.

(ii) *Components of a PAR system*. The ground facilities used for PAR approaches include (a) surveillance radar (ASR), (b) altitude and azimuth control radar (PAR) and (c) approach lights.³

(iii) *Demonstration of ability*. Approval of minimums for utilization of ILS or PAR will be predicated on satisfactory demonstration of ability by the air carrier to use the proposed facilities. An air carrier will have demonstrated such ability when (a) in the case of ILS, approved airborne navigational equipment is installed in the aircraft, (b) the air carrier's pilot training program includes instruction in the limitations and operation of ILS or PAR and (c) the pilots concerned have satisfactorily dem-

² When the length of runway available, exceeds by 3,000 feet the runway length required by the applicable aircraft performance requirements of the CARs, and high intensity runway lights are installed and operative on the entire length of the runway, this extra length of runway may be substituted for the approach lights as a component of the ILS or PAR.

onstrated under simulated instrument flight conditions, their ability to accomplish the ILS or PAR instrument approach procedures down to the proposed minimums.

(iv) *Approval of lower minimums.* The transition from the lowest minimums authorized using a radio range or comparable facility to lower minimums based on the use of ILS or PAR will be made in increments of 100 feet ceiling and one-fourth mile visibility. Such reduction in minimums will be based on satisfactory demonstration of ability by the air carrier as outlined under subdivision (iii) of this subparagraph. Subsequent reduction in minimums will be based on satisfactory operation for a period of approximately six months, unless further demonstration in accordance with subdivision (iii) of this subparagraph or under actual instrument conditions is deemed necessary.

(v) *Lowest landing minimums.* Where no adjustment to the ceiling minimums is necessary for obstruction clearance as explained in (a) of this subdivision, landing minimums of $200\frac{1}{2}$ are the lowest minimums which will normally be approved at the present time with all components of the ILS or PAR in operation. However, minimums lower than $200\frac{1}{2}$ may be authorized at specific locations where the installation of improved navigational aids and procedures so warrants. See subparagraph (8) of this paragraph regarding approaches when components of the ILS are inoperative.

(a) *Adjustment of ceiling minimums for obstruction clearance.* When the minimum obstruction clearance as described in regulations of the Administrator § 609.10 of chapter II of this title cannot be obtained in the approach area, consideration will be given to establishing ceiling minimums which will afford comparable safety. In such cases, the ceiling minimums will be determined by application of the following formula to all obstructions projecting above the established obstruction clearance slope line and located, in the case of an ILS procedure, in the approach area between the outer marker and the end of the runway, or in the case of a PAR procedure, in the approach area within a distance of five miles, outward from the end of the runway:

(1) Extend a line horizontally outward from the top of each obstruction and parallel with the runway center line to a point of intersection with the established obstruction clearance slope line. From that point extend a line vertically to a point of intersection with the ILS or PAR glide slope. The minimum ceiling will be the difference between the mean sea level elevation of the glide slope at such point of intersection, and the mean sea level elevation of the airport.

(2) Where minimum obstruction clearances cannot be met in the transitional and horizontal surfaces immediately adjacent to the approach area and when deemed necessary, consideration will be given to an adjustment in the ceiling minimums commensurate with the degree of interference presented by the particular obstruction or obstructions.

(3) When application of the formula, set forth in (1) and (2) of this subdivision, to an obstruction projecting above the established obstruction clearance slope line indicates a ceiling of less than 300 feet, the ceiling will not be reduced below 300 feet until it has been determined by flight checks that such lower ceiling will provide adequate safety.

(7) *Lowest landing minimums utilizing back course of the ILS.* When the back course of an ILS is provided with all components of a complete ILS, minimums of $200\frac{1}{2}$ may be authorized in accordance with subparagraph (6) (v) of this paragraph.

(8) *Instrument approach procedures with inoperative ILS components—(1) Straight-in approaches—one ILS component inoperative.* The air carrier operations specifications permit straight-in ILS approaches down to minimums of $300\frac{3}{4}$ when any single component of the ILS, except the localizer, is inoperative or cannot be received; provided all other components and related airborne equipment are in normal operation. The following factors will be considered in approving landing minimums of $300\frac{3}{4}$ under these conditions:

(a) *When glide slope inoperative.* Straight-in landing minimums of $300\frac{3}{4}$ may be approved when approaching aircraft can clear by 300 feet all obstructions from the approach end of the ILS runway to the outer marker within the approach area described in regulations of the Administrator § 609.10 (f) (1) (i) and (iii) of chapter II of this title. The ceiling minimum may be approved to the nearest 100 feet as provided by subparagraph 11 below, if a flight check has shown such ceiling minimum to be safe. The final approach altitude over the outer marker will provide at least 500 feet obstruction clearance for a distance of at least 10 miles outward from the outer marker within an area of 5 miles on each side of the center line of the localizer course.

(b) *When both outer marker and outer compass locator inoperative.* Straight-in landing minimums of $300\frac{3}{4}$ may be approved when there is no fix, other than the middle marker or middle compass locator, available along the localizer course. When an instrument approach is conducted under these conditions aircraft must, of necessity, proceed outbound along the localizer course from the middle marker for the purpose of conducting a procedure turn. In such cases $300\frac{3}{4}$ will be approved only when approaching aircraft can clear by 300 feet all obstructions from the approach end of the ILS runway to the point of glide slope interception within the approach area described in regulations of the Administrator § 609.10 (f) (1) (i) and (iii) of chapter II of this title. The ceiling minimum may be approved to the nearest 100 feet as provided by subparagraph (11) of this paragraph, if a flight check has shown such ceiling minimum to be safe. The final approach altitude between the point the procedure turn is completed and the point of glide slope interception will be at least equal to the minimum altitude at glide slope interception inbound as specified in the applicable ILS instru-

ment approach procedure. Straight-in landing minimums of $300\frac{3}{4}$ may also be predicated on the glide slope obstruction clearance criteria outlined in regulations of the Administrator § 609.10 (f) of chapter II of this title: *Provided*, That in addition to the middle marker or middle compass locator, a fix can be obtained along the ILS localizer course within 7 miles from the approach end of the ILS runway by means of (1) surveillance radar, (2) a fan marker which provides the same degree of accuracy as an ILS outer marker installation, (3) a reliable fix as described in subparagraph (9) (i) of this paragraph, or (4) a radio facility which provides the same degree of accuracy as an ILS outer compass locator installation.

(c) *Use of ILS back course.* The foregoing may also be applied to the back course of an ILS which is normally provided with all components of a complete ILS.

(ii) *Straight-in approaches, more than one ILS component inoperative.* The air carrier operations specifications permit straight-in ILS Approaches down to minimums of $300\frac{1}{2}$ when the localizer and either the outer marker or outer compass locator are the only components of the ILS in normal operation, or when these are the only components that can be received by the aircraft. Minimums of $300\frac{1}{2}$ may be approved under these conditions when approaching aircraft can clear by 300 feet all obstructions from the approach end of the ILS runway to the outer marker within the approach area described in regulations of the Administrator § 609.10, (f) (1) (i) and (iii) of Chapter II of this title. The ceiling minimum may be approved to the nearest 100 feet as provided by subparagraph (11) of this paragraph, if a flight check has shown such ceiling minimum to be safe. The final approach altitude over the outer marker will provide at least 500 feet obstruction clearance for a distance of at least 10 miles outward from the outer marker within an area of 5 miles on each side of the center-line of the localizer course. The foregoing may also be applied to ILS back courses equipped with either an outer marker or outer compass locator.

(iii) *Circling ILS approaches when ILS components inoperative.* Circling ILS landing minimums will be established in accordance with subparagraph (1) of this paragraph, except that 300 feet obstruction clearance may be provided from the approach end of the ILS runway to the outer marker within the approach area described in regulations of the Administrator § 609.10 (f) (1) (i) and (iii) of chapter II of this title, in lieu of the 2 mile distance each side of the final approach course to the airport as specified in subparagraph (1) of this paragraph. The air carrier operations specifications permit circling ILS approaches to be conducted down to such minimums when the localizer and either the outer marker or outer compass locator are the only components in normal operation, or when these are the only components that can be received by the aircraft. The final approach altitude over the outer marker will provide at least 500 feet obstruction clearance for

a distance of at least 10 miles outward from the outer marker within an area of 5 miles on each side of the localizer course. The foregoing may also be applied to ILS back courses equipped with either an outer marker or outer compass locator.

(9) *Instrument approach procedures using ILS localizer*—(i) *General*. Ceiling and visibility minimums for instrument approach procedures predicated on (a) the use of the localizer course of an ILS (either front or back course) and (b) a reliable fix located on the ILS localizer course, will normally be established in accordance with subparagraph (1) of this paragraph for circling approaches, and subparagraph (2) of this paragraph for straight-in approaches. Such instrument approach procedures will normally not be established when the radio fix is located at a distance greater than seven miles from the airport. The obstruction clearance will be determined within the approach area described in regulations of the Administrator § 609.10 (f) (1) (i) and (iii) of Chapter II of this title. For the purpose of this subparagraph, a reliable fix is considered to be a fix formed by the intersection of the localizer course and a bearing from a radio facility located within twenty-five miles of the fix and such bearing intersects the localizer course at an angle of at least forty-five degrees.

(ii) *Lower minimums using additional or improved aids*. Straight-in approach minimums as low as 300-1 may be authorized on an ILS front course or back course when the fix located on the localizer course within 7 miles of the ILS runway is (a) a fan marker which provides the same degree of accuracy as an ILS outer marker installation, (b) a radio facility which provides the same degree of accuracy as an ILS outer compass locator installation, or (c) surveillance radar.

(10) *Effect of distance between radio facility and airport on landing minimums*—(i) *Using a radio range (L/MF or VOR) or non-directional L/MF radio facility*. (a) For both circling and straight-in instrument approach procedures, the following minimums may be

established after consideration of the obstruction clearance requirements of Part 609 of the regulations of the Administrator, Chapter II of this title, when the radio facility is located at distances greater than seven miles from the airport:

(1) Over 7 to 10 miles: Straight-in, 500-1 day, 500-2 night; circling,¹ 500-1½ day, 500-2 night.

(2) Over 10 to 12 miles: Straight-in, 700-1 day, 700-2 night; circling,¹ 700-1½ day, 700-2 night.

(3) Over 12 miles: Straight-in 1000-1 day, 1000-2 night; circling,¹ 1000-1½ day, 1000-2 night.

When a radio facility is over 7 miles from an airport, straight-in landing ceiling minimums will not be lower than the circling landing ceiling minimums established at the particular airport.

(11) *Application of obstruction clearance criteria in determining landing ceiling minimums*. Unless safety requires otherwise, landing ceiling minimums for instrument approaches using a radio range or nondirectional L/MF facility will be shown on the applicable Form ACA-511 to the nearest 100 feet. For example, assuming that the controlling obstruction at an airport is 249 feet high, a ceiling minimum of 500 feet will normally be considered as meeting the obstruction clearance criteria outlined in subparagraph (1) (i) of this paragraph. If, on the other hand, such obstructions were 250 feet high, a ceiling minimum of 600 feet would normally apply. In cases where the ILS obstruction clearance criteria cannot be met, the ceiling arrived at by application of the formula contained in subparagraph (6) (v) (a) of this paragraph will normally be shown to the nearest 100 feet; except that a flight check is required where application of the formula indicates a ceiling of less than 300 feet.

(d) *Airports not served by a radio navigational facility*. Take-off and landing minimums at such airports will be approved in accordance with VFR.

¹ Visibility minimums for two-engine aircraft may be established in accordance with subparagraph (1) (i) or (ii) of this paragraph.

§ 40.501-1 *Crew member and dispatcher records*. (CAA policies which apply to § 40.501) (a) The following pertinent information is considered the minimum necessary in the airman records required by this section.

- (1) Name (full),
- (2) Current date of assignment (pilots, flight engineer, dispatchers, etc.),
- (3) Airman certificates (type, number and ratings)
- (4) Date, result and class of last physical examination;
- (5) Date, place, aircraft type and number, duration, and result of last proficiency and/or line check for each pilot-in-command;
- (6) Record of the flight time of each flight crew member including, where applicable, instrument flight time and the flight time in the make and model aircraft on which he is currently qualified.
- (7) Routes over which and airports into which applicable flight crew members and dispatchers are currently qualified together with qualification records, grades and dates.
- (8) Dates, results, and types of training given to all crew members, flight crew members, and dispatchers.
- (9) Check pilot authorization where applicable.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 604, 605, 608, 62 Stat. 1007, 1010, 1011; 49 U. S. C. 551, 554, 555, 558)

This supplement shall become effective January 1, 1954. However, under Special Regulation 393A, published on October 1, 1953, in 18 F. R. 6258, the Administrator may, upon application, amend the operations specifications of an air carrier coming under the provisions of Part 40, effective January 1, 1954, to authorize such air carrier to operate, prior to January 1, 1954, in compliance with selected provisions of Part 40, effective January 1, 1954, in lieu of the equivalent provisions of presently effective Parts 40 and 61.

F. B. LEE,

Administrator of Civil Aeronautics.

[F. R. Doc. 53-8864; Filed, Oct. 16, 1953; 8:48 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt 42]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administration Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1 The low frequency range procedures prescribed in § 609.6 are amended to read in part:

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

City and State; airport name; elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility		Procedure turn: () side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance to facility to airport	Colling and visibility minimums		If visual contact not established at authorized landing minimums after passing facility within distance specified below or if landing not accomplished; remarks
	From—	Course and distance				Condition	Type aircraft 75 m. p. h. or less More than 75 m. p. h.	
AKRON, OHIO. Akron Airport, 4,133' SBMRZ-DTV 353 kc, ARO Procedure No. 1 Effective date: Apr 24, 1953	Akron VOR	334-1.0	0.000	5,100	164-3.6	T-dn C-dn S-dn A-dn	300-1.0 300-1.5 300-1.0 300-1.5 300-2.0	Within 3.6 miles, climb to 0,000' on S course within 25 miles. Note: Heavy aircraft use with caution.
AKRON, OHIO. Akron Airport, 4,133' SBMRZ-DTV 353 kc, ARO Procedure No. 2 Effective date: June 1, 1953	--	--	--	2,000 (Over Tail made good FAN)	221-3.6 (From Tail made good FAN)	T-dn C-dn S-dn A-dn	400-1.0 400-1.5 400-1.0 400-2.0	Within 3.6 miles after passing Tallmadge FAN, climb to 2,400' on SW course. In lieu of Tallmadge FAN, the intersection of the NE course of Akron LFR and the NE course of the Akron Canton ILS may be used, in which case the distance is 2.5 miles.
DOUGLAS, ARIZ. Blaise-Douglas Interna- tional Airport, 4,115' SBMRZ-DTV 353 kc, DUG Procedure No. 1 Effective date: May 21, 1953	--	--	--	5,100	122-3.6	T-dn C-dn S-dn A-dn	400-1.0 400-1.5 400-1.0 400-2.0	Within 0.9 mile, climb to 10,000' on NW course within 25 miles or as directed by ATIS. Note: No stand by equipment ADF. Procedures not authorized. Savitar: SL course to 0,000' within 15 miles.
EL PASO, TEX. El Paso International Air- port, 4,050' SBMRZ-DTV 353 kc, ELP Procedure No. 1 Effective date: May 20, 1953	Norman Rtn Huesco Mountain FAN (FI- nal) Cint Rtn El Paso VOR	--	5,000 5,000 5,000 2,500-0.7	5,000	257-4.0	T-dn C-dn S-dn A-dn	300-1.0 300-1.5 300-1.0 300-2.0	Within 4.0 miles, make left turn to 10,000' on E course, climb to 5,000' on E course within 25 miles. Maintain 7,000' until 5 miles W of Huesco Mountain FAN. Procedure turn, non-standard, account high terrain on N side of E course.
FALLON, NEV. Fallon AFB Effective date: August 4, 1953	(PROCEDURE CANCELED)							
GALVESTON, TEX. Galveston Airport, 7 SBMRZ-DTV 353 kc, GLS Procedure No. 1 Effective date: March 25, 1953	Galveston VOR	100-1.8	1,300	500	129-1.2	T-dn C-dn S-dn A-dn	300-1.0 300-1.5 300-1.0 300-2.0	Within 4.2 miles, climb to 1,300' on S course within 25 miles, or as directed by ATIS. Caution: 231' net obstruction, 1.0 miles NW of airport. *Non standard due to obstruction to W.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No	Initial approach to facility		Minimum altitude over facility on final approach course (ft)	Course and distance to facility to airport	Minimum altitude over facility on final approach course (ft)	Procedure turn: () side of final approach course (outbound and inbound); altitudes; limiting distances	Ceiling and visibility minimums	If visual contact not established at authorized landing minimums after passing facility within distance specified below or if landing not accomplished; remarks		
	From—	Course and distance							Minimum altitude (ft)	Condition
							75 m. p. h. or less	More than 75 m. p. h.		
GREAT FALLS, MONT. Great Falls Airport 3 671' SBRAZ-DTV 317 kc, GTF Procedure No. 1 Effective date: Oct 25, 1952	Belt FM		5,500	S side SW course: 293 outbound 123 inbound 5 500' within 15 miles (NA beyond 15 miles)	4 200	015-1 6	T-dn C-dn S-dn A-dn	300-1 0 400-1 5 500-1 5 800-2 0	Within 1.6 miles, climb to 5,500 on NE course within 25 miles of LFR	
	Cascade FM		5,500							
HOUSTON TEX Houston Airport 50' SBRAZ-DTV 332 kc, HOU Procedure No. 1 Effective date: May 20 1953	Webster FM (Final)		700	E side SE course: 293 outbound 309 inbound 1 200' within 15 miles (NA beyond 15 miles)	700	309-2 2	T-dn C-dn S-dn A-dn	300-1 0 400-1 5 500-1 0 800-2 0	Within 2.2 miles, climb to 1 700 on NW course within 25 miles	
	Arcola FM		1,200							
Houston VOR	Houston FM		1,300							
	Houston VOR	130-2 0	1,300							
Webster FM	Webster FM		1,100	W side NW course: 309 outbound 123 inbound 1 700' within 25 miles	1 200 (over Houston FM)	120-5 6 (from Houston FM)	T-dn C-dn S-dn A-dn	300-1 0 400-1 5 500-1 0 800-2 0	Within 5.6 miles from Houston FM, climb to 1 400' on SE course within 15 miles	
	Arcola FM		1,200							
Int. NW crs. Houston LFR and NE crs. Richmond LFR (Final)			1 200							
	Houston VOR	130-2 0	1,300							
HUNTINGTON, W. VA Tri-State Airport 827' BMRLZ-DTV 288 kc, HTW Procedure No. 1 Effective date: June 6 1953				S side NW course: 315 outbound 135 inbound 2 100' within 25 miles	1 500	197-2 9	T-dn C-dn A-dn	300-1 0 700-1 5 800-2 0	Within 2 0 miles, climb to 2 600 on W course within 10 miles NOTE: This procedure not approved for ADF approach	
MEMPHIS, TENN Memphis Airport 269' SBRAZ-DTV 371 kc, MEM Procedure No. 2 Effective date: Apr 17 1953	Int. N crs Memphis LFR and 210° brg to Memphis LOM or 145° crs to Memphis VOR		2 000*	W side N course: 356 outbound 176 inbound 2 000' within 25 miles	2 000 (Over Int. N crs Memphis LFR and 210° brg to LOM or 145° crs to VOR)	176-4 0 (From Int. N crs LFR and 210° brg to LOM or 145° crs to VOR)	T-dn C-dn A-dn	300-1 0 700-1 5 800-2 0	Within 6 0 miles of Int. N course Memphis LFR and 210° bearing to LOM or 145° course to VOR, climb to 1 300' on S course within 25 miles *Cuba FM or intersection must be received and identified before making final approach	
	SE—Not authorized			S side SW course: 229 outbound 049 inbound 4 200' within 10 miles (NA beyond 10 miles)	3 740	049-3 8	T-dn C-dn S-dn A-dn	300-1 0 500-1 0 600-1 0 800-2 0	Within 3 8 miles, climb to 4 000' on SE course within 10 miles NOTE: ADF procedure not authorized	
MOLINE, ILL. Quad-City Airport 290' SBRAZ-DTV 341 kc, MLI Procedure No. 1 Effective date: June 1, 1953				S side W course: 265 outbound 083 inbound 2 000' within 25 miles	1 600	140-10 7	T-dn C-dn A-dn	300-1 0 1 000-2 0 1 000-2 0	Within 0 0 mile, climb to 2,100' on E course within 25 mile or as directed by ATC. CAUTION: Radio towers 1,067' and 1 045' msl, 2 5 and 6 miles respectively NE and NNE of airport	
	Int. E crs Pendleton LFR and SW crs Walla Walla LFR (Final)		2 400	N side E course: 086 outbound 300 inbound 5 000' within 15 miles (NA beyond 15 miles)	2 400	253-1 9	T-dn C-dn S-dn A-dn	300-1 0 500-1 0 600-1 0 800-2 0	Within 1.9 miles, climb to 4 000 on W course within 25 miles of LFR	
PENDLETON, OREG Pendleton Airport 1 493 SBRAZ-DTV 341 kc, PDT Procedure No. 1 Effective date: May 25 1953	La Grande FM		6,000							
	Cabbage Hill FM		4,000							
POUGHKEEPSIE, N. Y. Dutchess Co. Airport 166 SBRAZ-DTV 216 kc, POU Procedure No. 1 Effective date: May 6, 1953	Int. S crs Poughkeepsie LFR and SE crs Stewart LFR (Final)		2,100	E side S course: 088 outbound 088 inbound 2 600' within 10 miles (NA beyond 10 miles)	2 100	002-5.4	T-dn C-dn S-dn A-dn	300-1 0 NA NA NA NA NA	Within 5.4 miles, climb to 3,000' on N course within 20 miles SHUTTL: To 3,500' on N course within 20 miles.	

NOTE: Bearings headings, courses are magnetic. Distances are in statute miles Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No	Initial approach to facility			Procedure turn: () side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft)	Course and distance to facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft)				Condition	Type aircraft		
SEATTLE, WASH. Seattle Tacoma International Airport, 400' MSL SBRAZ-DTV 200 kc, SEA Procedure No. 1 Effective date: June 12, 1953	Int. NW crs Seattle LFR and E crs Seattle NAS LFR (Monroe)		3,000	W side NW course: 207 outbound, 117 inbound, 2,000' within 10 miles (NA beyond 10 miles)	1,200	104-4.0	T-dn C-dn A-dn	300-1.0 400-1.5 800-2.0	More than 75 m. p. h. or less	Within 4.0 miles, climb to 2,000' on S course within 10 miles of Seattle LFR. *Descent to 1,200' authorized after passing Harbor Island FM on final. If Harbor Island FM not received, maintain 2,000' CAUTION: (1) Radio towers located as follows: 10 miles NW of LFR (003°); 18 miles SW of LFR (700°); 8 miles NW of LFR (678°). (2) Water towers located as follows: 7 miles NW of LFR (008°); 6 miles SE of LFR (787°)
	McChord LFR		3,000							
	Hobart FM		4,000							
	Lakewood FM		2,000							
	Int. NW crs Seattle LFR and W crs Seattle NAS LFR (Kitsap)			2,000						
SPRINGFIELD, ILL. Capital Airport, 630' SBMRZ-DTV 233 kc, SDF Procedure No. 1 Effective date: June 1, 1953	Harbor Island FM (Final)		1,200	S side SW course: 210 outbound, 630 inbound, 1,800' within 25 miles.	1,300	027-5.1	T-dn C-dn B-dn A-dn	300-1.0 400-1.5 600-1.0 800-2.0		Within 6.1 miles, climb to 2,000' on NE course, or as directed by ATO
	Walnut Ridge VOR	607-7.0	1,600	N side NE course: 620 outbound, 500 inbound, 1,600' within 25 miles	1,100	173 6.1	T-d T-n C-d C-n B-d B-n A-d A-n	300-1.0 NA 500-1.5 500-1.0 NA 500-1.0 NA 500-2.0 NA		Within 6.1 miles, climb to 1,600' on SW course within 25 miles NOTE: ADF procedure not authorized
WESTFIELD, MASS. Barnes Airport, 270' BNRLZ-DTV 233 kc, BAE Procedure No. 1 Effective date: Aug 24, 1953				E side S course: 620 outbound, 620 inbound, 2,000' within 25 miles.	1,600	027 1.3	T-d T-n C-d C-n A-dn	300-1.0 500-2.0 500-2.0 500-2.0 1,600-2.0		Within 1.3 miles climb to 3,000' on N course within 10 miles *800' only 780-2 might required for take-off to E on Runway 9 and to ESE on Runway 10 NOTE: ADF procedure not authorized
	Toward FM or Rbn		2,600	W side N course: 540 outbound, 100 inbound, 3,000' within 15 miles (NA beyond 15 miles)	2,600	167 1.2	T-dn* C-dn A-dn	300-1.0 500-1.0 500-2.0		Within 1.2 miles, climb to 2,600' on S course within 25 miles CAUTION: 2,600' msl TV tower, 28 miles NNW of airport. Aircraft on northerly take-offs climb to 2,600' prior to turning toward tower.
WICHITA, KANS. Wichita Airport, 1,371' SBRAZ-DTV 223 kc, ICT Procedure No. 1 Effective date: June 11, 1953	Viola FM or Rbn		2,600							
	Ketchikan FM (Final)		2,600							
WICHITA, KANS. Wichita VOR		178-19.0	3,000							
				N side E course: 620 outbound, 317 inbound, 1,600' within 10 miles 1,600' within 25 miles.	1,500	330 3.8	T-dn C-dn A-dn	300-1.0 500-1.5 600-2.0 800-2.0		Within 0.8 miles, make 180° right (N) turn and climb to 1,600' on E course within 25 miles. SHUTTLER: E course to 1,600' within 25 miles.

Note: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

2 The automatic direction finding procedures prescribed in § 609.9 are amended to read in part:

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedures unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitudes are in feet MSL. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation.

City and State; airport name, elevation; class of facility; frequency; identification procedure No	Initial approach to facility			Procedure turn: () side of final approach course (outbound and inbound); limiting altitudes; limiting distances	Minimum altitude over facility on final approach course	Course and distance to airport	Ceiling and visibility minimums		If visual contact not established at authorized landing minimums after passing facility within distance specified below or if landing not accomplished, remarks
	From—	Course and distance	Minimum altitude				Condition	Type aircraft	
							75 m, p, h or less	More than 75 m p, h	
DES MOINES IOWA Des Moines Airport 937 LOM 210 kc, DS Procedure No 1	Des Moines LFR	101—3 5	2,300	E side course: 124 outbound 304 inbound 2 300' within 25 miles	2 300	304—4 77	T-dn C-dn S-dn A-dn	300-1 0 500-1 0 500-1 0 800-2 0	Within 4.77 miles climb to 2 600' on course of 304° within 25 miles of LOM, or as directed by ATO. CAUTION: 1 500' msl TV tower located 3.2 miles NNE of airport. When TV tower not visible on N, NW, NE, E, and W take-offs climb to 2 600' prior to turning toward tower
	Des Moines VOR	040—4 5	2,300						
	Martensdale FM	026—10 0	2,300						
	ILS LMM	124—4 5	2,300						
DYERSBURG, TENN. Dyersburg Airport 337 BMH 246 kc, DYR Procedure No 1				N side course: 090 outbound 270 inbound 1 400' within 25 miles	840	At airport	T-dn C-dn A-dn	300-1 0 500-1 0 800-2 0	Within 0.0 mile, climb to 1 600' on course of 270° within 25 miles of Rbn. •Dyersburg Rbn is located on E side of airport
KEENE, N. H. — Dillant Hopkins Airport, 482' MHV 371 kc, KNE Procedure No 1				W side course: 201 outbound 021 inbound 3 600' within 10 miles (NA beyond 10 miles)	2 500	021—3 4	T-dn# C-dn A-d A-n	1 500-2 0 1 500-2 0 2 500-2 0 (BOOB) 4 000-3 0 (BOOB)	NA NA

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

Varp: Bearings, headings, courses are magnetic
Dist: Distances are in statute miles
Elev: Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation

Varp: Bearings, headings, courses are magnetic
Dist: Distances are in statute miles
Elev: Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer; frequency and identification; LMM; frequency and identification; LOM; frequency and identification; LOM; frequency and identification; procedure No	Transition to ILS			Procedure turn: (—) side of final approach course (outbound/inbound); altitudes; limiting distances	Minimum altitude (ft)	Altitude of glide slope and distance to approach end of runway	Ceiling and visibility minimums		If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance				Condition	Type of aircraft 75 m. p. h. or less More than 75 m. p. h.	
HOUSTON, TEX. Houston Airport 50' 109.9 mc, HOU LMM: 201 kc OU LOM: 219 kc, HO Procedure No. 1 Effective date: May 20 1953	Houston VOR	LOM	210—0 0	S side SV course: 215 outbound 035 inbound 1 300' within 25 miles of LOM	1 200	1,200— 4 73	T-dn C-dn S-dn A-dn	300-1 0 300-1 0 400-3/4 800-2 0	Climb to 1,600' on NE course ILS within 25 miles or when directed by ATIS to climb to 1,700' on NW course Houston LFR within 25 miles
	Houston LFR	SV crs ILS	309—2 5		1 200				
	Arcola FM	SV crs ILS	015—4 5		1 200				
	Houston FM	LOM	168—0 0		1 200				
	Webster FM	LOM	284—13 0		1 200				
HURON, S DAK. Howes Airport, 1,287' 110.3 mc, HON LMM: 201 kc, ON LOM: 302 kc, HO Procedure No. 1 Effective date: May 19 1953	Monument Rbn	LOM	215—19 0	W side NW course: 207 outbound 117 inbound 2 500' within 5 miles of LOM	2 440	2,440— 4 53	T-dn C-dn S-dn A-dn	300-1 0 500-1 0 500-1 5 400-3/4 800-2 0	Climb to 2,800' on SE course ILS within 25 miles CAUTION: 1 448' radiotower located 1 25 miles S of airport Note: No approach lights available
	Huron LFR	LOM	333—5 0		2 500				
	Huron VOR	LOM	145—0 0		2 500				
(PROCEDURE CANCELED)									
(PROCEDURE CANCELED)									
MONROE, LA. Selman Field, 79' 109.5 mc, MLU LMM: 201 kc LU LOM: 219 kc, ML Procedure No. 1 Effective date: June 27, 1953	Monroe VOR	Outer marker	250—0 2	S side SV course: 218 outbound 035 inbound 1 300' within 25 miles of LOM	1 300	1 300-4 69	T-dn C-dn S-dn A-dn	300-1 0 500-1 5 400-3/4 800-2 0	Climb to 1,600 on NE course of ILS within 25 miles
	Monroe LFR	LOM	232—2 5		1 300				
NIAGARA FALLS, N. Y. Niagara Falls Airport 590' 109.7 mc, GFS LMM: 233 kc FS LOM: 329 kc, GF Procedure No. 1 Effective date: May 29 1953	Wolcottville FM	LOM	280—14 0	N side E course: 698 outbound 278 inbound 1 800' within 5 miles of LOM	1 800	1 765-4 70	T-dn C-dn S-dn A-dn	300-1 0 500-1 5 400-3/4 800-2 0	Climb to 2 000' on W course ILS
	Int. E crs. ILS and NE crs Buffalo LFR	LOM	278—15 0		1 800				
	Buffalo LFR	LOM	338—12 0		2 000				
	Buffalo VOR	LOM	330—16 0		2 000				
	Int. SE crs Toronto LFR and 223° brg to LOM	LOM	223—4 0		1 800				

Note: Bearings headings, courses are magnetic Distances are in statute miles Elevations and altitudes are in feet MSL Cellings are in feet above airport elevation

These procedures shall become effective upon publication in the FEDERAL REGISTER

(Sec 205 52 Stat 984 as amended; 49 U S C 425 Interpret or apply sec 601 52 Stat 1007 as amended; 49 U S C 551)

[SEAL]

F. B. LEE,
Administrator of Civil Aeronautics

[F. R. Doc 53-8773; Filed Oct 16 1953; 8:45 a. m.]

[Amdt. 47]

PART 610—MINIMUM EN ROUTE IFR
ALTITUDES

MISCELLANEOUS AMENDMENTS

The minimum en route IFR altitudes appearing hereinafter have been coordinated with interested members of the industry in the regions concerned insofar as practicable. The altitudes are adopted without delay in order to provide for safety in air commerce. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 610 is amended as follows:

1. Section 610.12 *Green civil airway No. 2* is amended to read in part:

From—	To—	Minimum altitude
Ephrata, Wash. (LFR).	Spokane, Wash. (LFR).	5,000
Harrington, Wash. (FM).	Ephrata, Wash. (LFR) (westbound only).	4,000
Spokane, Wash. (LFR). ¹	Carlin Bay (INT), Idaho.	7,400
Carlin Bay (INT), Idaho.	Mullan Pass, Mont. (LFR).	9,000

¹6,200'—Minimum crossing altitude at Spokane (LFR), eastbound.

2. Section 610.108 *Amber civil airway No. 8* is amended to read in part:

From—	To—	Minimum altitude
Travis AFB, Calif.	Int. NE crs. Travis AFB, Calif. (LFR), and NW crs. Sacramento, Calif. (LFR).	2,000

3. Section 610.210 *Red civil airway No. 10* is amended to read in part:

From—	To—	Minimum altitude
Shreveport, La. (LFR).	Minden (INT), La.	1,500
Minden (INT), La.	Monroe, La. (LFR)	1,800

4. Section 610.245 *Red civil airway No. 45* is amended to read in part:

From—	To—	Minimum altitude
Quantico, Va. (LFR) ...	Springfield, Va. (LF/RBN).	1,500
Springfield, Va. (LF/RBN).	McLean (INT), Va.	1,800

5. Section 610.248 *Red civil airway No. 48* is amended to read in part:

From—	To—	Minimum altitude
Spokane, Wash. (LFR). ¹	Coeur d'Alene, Idaho (LFR).	7,000
Coeur d'Alene, Idaho (LFR).	Mullan Pass, Mont. (LFR).	9,000

¹6,200'—Minimum crossing altitude at Spokane (LFR), eastbound.

No. 204—4

6. Section 610.257 *Red civil airway No. 57* is amended by adding:

From—	To—	Minimum altitude
Des Moines, Iowa (LFR).	Cedar Rapids, Iowa (LF/RBN).	2,200
Cedar Rapids, Iowa (LF/RBN).	Moline, Ill. (LFR) ...	2,100

7. Section 610.608 *Blue civil airway No. 8* is amended by adding:

From—	To—	Minimum altitude
Pembina, N. Dak. (LFR).	U. S. Canadian Border.	2,000

8. Section 610.652 *Blue civil airway No. 52* is amended to read in part:

From—	To—	Minimum altitude
Int. SE crs. Salinas, Calif. (LFR), and SW crs. Fresno, Calif. (LFR).	Fresno, Calif. (LFR) ...	7,000

9. Section 610.660 *Blue civil airway No. 60* is amended to read in part:

From—	To—	Minimum altitude
Saratoga (INT), Calif. ...	Moffett NAS, Calif. (LFR).	5,000
Moffett NAS, Calif. (LFR).	Int. NE crs. Moffett NAS, Calif. (LFR), and W crs. Stockton, Calif. (LFR).	5,000

10. Section 610.1001 *Direct routes, United States* is amended by adding:

From—	To—	Minimum altitude
Boston, Mass. (VOR). ¹	Worcester, Mass. (LOM).	2,000
Worcester, Mass. (LOM).	Hartford, Conn. (VOR). ¹	2,400

¹ This operation is over V-3 utilizing the Worcester (LOM).

11. Section 610.6004 *VOR civil airway No. 4* is amended by adding:

From—	To—	Minimum altitude
Kansas City, Mo. (VOR), via S. alter.	Columbia, Mo. (VOR), via S. alter.	14,000
Columbia, Mo. (VOR), via S. alter.	St. Louis, Mo. (VOR), via S. alter.	2,200

¹3,400'—Minimum terrain clearance altitude.

12. Section 610.6006 *VOR civil airway No. 6* is amended by adding:

From—	To—	Minimum altitude
Grand Island, Nebr. (VOR): Via N. alter. Via S. alter.	Omaha, Nebr. (VOR): Via N. alter. Via S. alter.	14,000 24,000

¹2,900'—Minimum terrain clearance altitude.
²3,200'—Minimum terrain clearance altitude.

13. Section 610.6006 *VOR civil airway No. 6* is amended to eliminate:

From—	To—	Minimum altitude
Allentown, Pa. (VOR).	Caldwell, N.J. (VOR).	2,500

14. Section 610.6008 *VOR civil airway No. 8* is amended by adding:

From—	To—	Minimum altitude
Grand Island, Nebr. (VOR): Via N. alter. Via S. alter.	Omaha, Nebr. (VOR): Via N. alter. Via S. alter.	14,000 24,000

¹2,900'—Minimum terrain clearance altitude.
²3,200'—Minimum terrain clearance altitude.

15. Section 610.6012 *VOR civil airway No. 12* is amended by adding:

From—	To—	Minimum altitude
Kansas City, Mo. (VOR), via S. alter.	Columbia, Mo. (VOR), via S. alter.	14,000
Columbia, Mo. (VOR), via S. alter.	St. Louis, Mo. (VOR), via S. alter.	2,200
Anthony, Kans. (VOR), via S. alter.	Wichita, Kans. (VOR), via S. alter.	3,000

¹2,400'—Minimum terrain clearance altitude.

16. Section 610.6014 *VOR civil airway No. 14* is amended by adding:

From—	To—	Minimum altitude
Vichy, Mo. (VOR), via S. alter.	St. Louis, Mo. (VOR), via S. alter.	2,200

17. Section 610.6015 *VOR civil airway No. 15* is amended by adding:

From—	To—	Minimum altitude
Omaha, Nebr. (VOR), via W. alter.	Sioux City, Iowa (VOR), via W. alter.	2,500

18. Section 610.6025 *VOR civil airway*
No. 25 is amended to read in part:

From—	To—	Minimum altitude
Int. 337° true radial Paso Robles, Calif. (VOR), and 134 true radial Salinas, Calif. (VOR).	San Francisco, Calif. (VOR).	6,000

19. Section 610.6073 *VOR civil airway*
No. 73 is amended by adding:

From—	To—	Minimum altitude
Tulsa, Okla. (VOR), via W. alter.	Wichita, Kans. (VOR), via W. alter.	3,000

20. Section 610.6077 *VOR civil airway*
No. 77 is amended by adding:

From—	To—	Minimum altitude
Ponca City, Okla. (VOR), via W. alter.	Wichita, Kans. (VOR), via W. alter.	3,000
Wichita, Kans. (VOR).	Topeka, Kans. (VOR).	3,000
Topeka, Kans. (VOR).	St. Joseph, Mo. (VOR).	2,400

21. Section 610.6082 *VOR civil airway*
No. 82 is amended to read in part:

From—	To—	Minimum altitude
Rochester, Minn. (VOR): Direct..... Via S. alter.....	La Crosse, Wis. (VOR): Direct..... Via S. alter.....	2,600 2,500

22. Section 610.6125 *VOR civil airway*
No. 125 is amended by adding:

From—	To—	Minimum altitude
Anthony, Kans. (VOR).	Hutchinson, Kans. (VOR).	2,800

23. Section 610.6131 *VOR civil airway*
No. 131 is added to read:

From—	To—	Minimum altitude
Ponca City, Okla. (VOR).	Emporia, Kans. (VOR).	2,800
Cambridge (INT), Kans. ¹	Ponca City, Okla. (VOR) (southwest-bound only).	2,500

¹ 5,000'—Minimum reception altitude.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

These rules shall become effective October 20, 1953.

[SEAL] F. B. LEE,
Administrator of Civil Aeronautics.

[F. R. Doc. 53-8772; Filed, Oct. 16, 1953; 8:45 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign and Domestic Commerce, Department of Commerce

Subchapter C—Office of International Trade

[6th Gen. Rev. of Export Regs., Amdt. P. L. 58¹]

PART 399—POSITIVE LIST OF COMMODITIES AND RELATED MATTERS

MISCELLANEOUS AMENDMENTS

Section 399.1 *Appendix A—Positive List of Commodities* is amended in the following particulars:

1. The following commodities are deleted from the Positive List:

Dept. of Commerce Schedule B No.	Commodity
384085	Broad woven plastic fabrics based on vinyl or vinylidene chloride resins and copolymers thereof (e. g., Saran woven sheeting).
802590	Coal-tar intermediates, except coal-tar acids: Other coal-tar intermediates (specify by name): Para nitroaniline.

2. The following revisions are made in commodity descriptions. These revisions include changes in GLV dollar-value limits where specified:

Dept. of Commerce Schedule B No.	Commodity	Unit	Processing code and related commodity group	GLV dollar-value limits	Validated license required
619011	Shipping containers for oil, gas, and other liquids and solids (all metals) (report storage tanks in 618967 and 618971): Filled shipping containers, of the following types only: 1. Pressure type containers (all sizes) capable of withstanding internal pressures over 300 pounds per square inch. ¹ 2. Containers, including pressure type, with a capacity of 5 or more gallons, fabricated of, or lined with, any corrosion-resistant materials, as defined in the "General Notes to Appendix A."	No.	STEE	†100	RO
619012	Gas cylinders (specify tare weight of cylinders) ² Other metal containers, except milk cans (specify tare weight of containers). ³	No.	STEE	†100	RO
722045	Construction and maintenance equipment, n. e. c., and specially fabricated parts, n. e. c. (specify by name): Jacks, with lifting capacity of 10 tons and over; and specially fabricated parts. ³	-----	CONS 8	20	RO
793185	Jacks, with lifting capacity of 10 tons and over; and specially fabricated parts. ⁴	-----	CONS 8	20	RO

[†]Applicable to containers only and not to contents.

¹ The pressure rating stamped on a metal drum or container is the pressure for which the drum or container is designed. (Any shipping container which does not have a pressure rating stamped thereon is not a pressure container.)

² When container is filled with material for which a validated license is required, the processing code applicable to the contained material shall apply to both the material and the container. Number and weight of containers shall be shown separately on the application.

³ The above entry is substituted for the second entry presently on the Positive List under Schedule B No. 722045. The effect of this revision is to delete the words "hand- and power-operated" as all jacks are included, without distinction as to type, and to increase the GLV dollar-value limit from \$25 to \$50.

⁴ The above entry is substituted for the first entry presently on the Positive List under Schedule B No. 793185. The effect of this revision is to delete the words "hand- and power-operated" as all jacks are included, without distinction as to type, and to increase the GLV dollar-value limit from \$25 to \$50.

3. The dollar-value limit in the column headed "GLV dollar-value limits" set forth opposite the commodity listed below is amended to read as follows:

Dept. of Commerce Schedule B No.	Commodity	GLV dollar-value limits
829990	Chemical specialty compounds, n. e. c.: Silicone grease compounds (compounds of organo-silicone material) of the following types only: Silicone high-vacuum greases; and stopcock greases, both high-vacuum and regular.	25

¹ This amendment was published in Current Export Bulletin No. 710, dated October 8, 1953.

4 The processing codes set forth opposite the commodities listed below are amended by the addition of the following related commodity group numbers:

Dept. of Com micro Schedule B No	Commodity	Processing code and re lated com modity group No
713200	Power boilers, and parts: Fire tube, having a capacity to generate 9,000 pounds or more of steam per hour at any pressure greater than 16 p s i g (specify continuous steaming capacity and designed operating pressure)	GIRQ 23
713300	Water-tube, having a capacity to generate 9,000 pounds or more of steam per hour at any pressure greater than 16 p s i g (specify continuous steaming capacity and designed operating pressure)	GIRQ 23
713620	Parts, n e c, specially fabricated for power boilers and steam specialties n e c, (report boiler tubes shipped as spares or replacements under tubular products according to material)	GIRQ 23
721230	Heat exchangers (except refrigeration type), and steam specialty heaters and specially fabricated parts, n e c (specify by name):	GIRQ 23
721230	Boiler superheaters, and specially fabricated parts n e c.....	GIRQ 23
	Feedwater heaters for pressure greater than 16 p s i g, and specially fabricated parts, n e c (specify continuous steaming capacity and designed operating pressure of boiler)	

Parts 1 through 4 of this amendment shall become effective as of October 8 1953, except that the deletion of Broad woven plastic fabrics Schedule B No 384985 shall become effective as of October 1, 1953

5. The following commodity is excepted from the General In-Transit License (GIT) procedure (§ 371.9 (c) of this subchapter). These commodities are identified on the Positive List by the symbol ★

Dept. of Com micro Schedule B No	Commodity
843300★	Polytetrafluorethylene (Teflon) finishes and enamels

This part of the amendment shall become effective as of 12:01 a m, November 7, 1953.

6. The following commodities are (1) made subject to the dollar-limit (DL) restrictions (see § 374.2 (c) of this subchapter), and (2) excepted from the Time Limit (TL) license procedure (see Part 377 of this subchapter). Accordingly, the letter "B" is inserted in the column headed "Commodity Lists" opposite these commodities:

Dept. of Com micro Schedule B No	Commodity
843300★	Refined oils: Motor fuel and gasoline (report octane rating): Blending agents, of petroleum origin (specify by name) (report anti knock compounds, except of petroleum origin, in 825510).
68170	Rerolling material (report rerolling rolls in 603300).
	Pipe, tubes, and tubing, n e c (report pipe assemblies specially fabricated for particular machines or equipment as parts of such machines or equipment):
603270	Line pipe, carbon and alloy steel, except stainless (see § 369.2, Int 1):
603270	Seamless carbon steel.
	Seamless alloy steel, except stainless.
60453	Vanadium (report ferrovanadium and other vanadium alloying materials containing over 0 percent vanadium in total; chemically pure grades of vanadium in 825910).
	Vanadium pentoxide, vanadium oxide, and vanadates (except chemically pure grade) (specify if as catalyst).
713500	Solvents (report in industrial process type, n e c, and specially fabricated accessories and parts in e c, except by name): Centrifugal counter solvent extractors and specially fabricated parts, n e c

Dept. of Com micro Schedule B No	Commodity
773300	Separators and collectors, industrial process type n e c, and specially fabricated accessories and parts, n e c (specify by name): Electromagnetic separators of the following types: (a) cross belt types; (b) revolving disc or ring types; (c) induced roll types, either induced or primary; (d) magnetic rollers or drums 30 inches in diameter and over, either induced or primary; and specially fabricated parts, n e c Electrostatic separators having a voltage of more than 1,000 volts across the air gap; and specially fabricated parts, n e c.
813533	Medicinal chemicals, including U. S. P. and N. F., bulk (designate forms excluded except as indicated): Bismuth salts and compounds, bulk (report dosage forms in 812400 for liquids 812700 for solids, 813501 for parenteral solutions or ampoules).
820020	Jet fuels, all types (barrels of 42 gallons).
	Ammonium compounds, except fertilizers (report fertilizers and fertilizer materials in 850500-851000): Ammonium molybdate.
835500	Metal salts of organic compounds, except paint and varnish driers (specify by name): Cerium oxalate.
837750	Other industrial chemicals: Cerium compounds: Lanthanum ammonium nitrate Lanthanum oxide Lithium salts and compounds Rare earth compounds, n e c Other zirconium compounds Microphotometers.
910030	Parts, n e c, specially fabricated for microphotometers. Research laboratory apparatus and equipment, n e c, and specially fabricated parts n e c: pH meters noncontinuous (including titrimeters and aquameters) Parts n e c, specially fabricated for noncontinuous pH meters

This part of the amendment shall become effective as of November 7, 1953

7 The following commodities are (1) no longer subject to the dollar-limit (DL) restrictions (see § 374.2 (c) of this subchapter), and (2) no longer excepted from the Time Limit (TL) license procedure (see Part 377 of this subchapter). Accordingly, the letter "B" set forth in the column headed "Commodity Lists" opposite these commodities is hereby deleted:

Dept. of Com micro Schedule B No	Commodity
204100	Coal tar coke; coke dust of coal tar origin; coke flour of coal tar origin; and coke powder of coal tar origin (report petroleum coke, including petroleum coke flour, in 204500)
	Refined oils: Motor fuel and gasoline (report octane rating): Lubricating oils, except hydraulic (report hydraulic oils of petroleum origin in 204530; hydraulic oils, except of petroleum origin in 825510): Aviation engine lubricating oils (barrel of 42 gallons) Carbon or graphite products (natural and artificial): Carbon brushes for motors, and for starting, lighting, and ignition equipment. Diamonds, rough or uncut, suitable for cutting into gem stones Diamond bearings Big iron, all grades (specify grade) Saw ingots, blooms, billets, slabs, sheet bars, and tinplate bars: Alloy steel including stainless: Alloys, non nickel bearing stainless steel. Billets, blooms, slabs, and sheet bars, non-nickel bearing stainless steel, semi finished material for seamless pipe and tubing, non nickel bearing stainless steel Wire, rods, non nickel-bearing stainless steel Sheet, non nickel-bearing stainless steel Semi finished material including stainless: Bars, rolled, except tool and hollow drill steel bars (all regular bars and special sections and bar shapes under 3 inches) (report tool steel bars in 603320 and hollow drill steel bars in 603700): Non-nickel bearing stainless steel Tool steel bars: Alloy steel

Dept. of Com merce Schedule B No	Commodity	Commodity
602570	Steel bars, including bar size shapes—Continued	
603135	Hollow drill steel bars:	
603540	Alloy steel	
603560	Steel plates, including boiler plate (hot or cold rolled) not fabricated:	
603750	Non-nickel bearing stainless steel (include stainless clad plates)	
603850	Steel sheets, black ungalvanized (including painted):	
603890	Stainless steel:	
604550	Hot-rolled, non nickel-bearing.	
604590	Cold rolled, non nickel-bearing.	
604630	Steel strip, coated or uncoated, except electrical (report electrical steel strip in 603599):	
604670	Gold rolled non nickel-bearing stainless steel	
604710	Hot-rolled non nickel-bearing stainless steel	
604750	Hot-rolled alloy steel, except stainless	
604790	Structural shapes and piling:	
604830	Non nickel-bearing stainless steel.	
604870	Rails, trackwork and track accessories:	
604910	Rails, except standard tee rails (report relaying rails in 603590):	
604950	Carbon steel.	
605010	Relaying rails (report relaying rails in 601170; rail scrap in 601690).	
605050	Pipe, tubes, and tubing, n. e. (report pipe assemblies specially fabricated for particular machines or equipment as parts of such machines or equipment):	
605090	Pipe and tubing, non nickel-bearing stainless steel	
605130	Steel wire, n. e. (all round shaped, and flat wire regardless of use) (report electrical insulated wire and cable in 708310-708359):	
605170	Uncoated wire, non nickel bearing stainless steel	
605210	Coated wire, except galvanized (all steel grades):	
605250	Non nickel bearing stainless steel	
605290	Castings, iron and steel, rough and semifinished:	
605330	Locomotive wheel tires.	
605370	Carbon steel castings, except grinding balls	
605410	Other castings, non nickel bearing stainless steel	
605450	Forgings, rough and semifinished:	
605490	Other alloy steel forgings, non nickel bearing.	
605530	Wheels, without axles (if alloy, specify and give analysis) (report chilled iron wheels in 610050):	
605570	Railway car wheels including trolley carbon steel	
605610	Railway car wheels including trolley alloy steel	
605650	Railway car wheels, including trolley, iron	
605690	Locomotive wheels and tires carbon steel	
605730	Locomotive wheels and tires alloy steel.	
605770	Axles, without wheels (if alloy, specify and give analysis):	
605810	Railway car axles without wheels carbon steel	
605850	Railway car axles without wheels alloy steel.	
605890	Locomotive axles without wheels carbon steel	
605930	Locomotive axles without wheels alloy steel.	
605970	Wheels and axles, mounted (if alloy, specify and give analysis):	
606010	Railway car axles fitted with carbon steel wheels; and railway car axles carbon steel fitted with iron wheels.	
606050	Railway car axles fitted with alloy steel wheels; and railway car axles alloy steel fitted with iron wheels.	
606090	Locomotive axles fitted with carbon steel wheels	
606130	Locomotive axles, fitted with alloy steel wheels	
606170	Tools incorporating industrial diamonds n. e. (include slugs containing diamonds)	
606210	Brig hardware: bolts, nuts, rivets and washers, n. e. not specially fabricated for particular machines or equipment (specify by name):	
606250	Aluminum rivets	
606290	Aluminum rivets	
606330	Perforated sheets, alloy steel	
606370	Welding rods and wires:	
606410	Other iron and steel electric (specify grade of steel)	
606450	Aluminum and aluminum base alloys	
606490	Tin	
606530	Metal powders:	
606570	Aluminum or aluminum bronze powders and pastes (aluminum content)	
606610	Foil and leaf (less than 0.006 inch in thickness) (report paper backed foil in 455100):	
606650	Aluminum.	
606690	Tin foil.	
606730	Metal manufactures n. e., and parts n. e.:	
606770	Iron and steel (specify by name):	
606810	Packing, non-nickel bearing stainless steel.	
606850	Tin shot; tin slugs.	
606890	Aluminum ores and concentrates:	
606930	Bauxite concentrates, alumina included except causticized bauxite	
606970	Aluminum scrap (new and old)	
607010	Aluminum metal and alloys in crude form (including ingots pigs blooms and slabs)	
607050	Aluminum sheets, corrugated.	
607090	Other aluminum plates and sheets, flat and coiled (0.006 inch and over in thickness.)	
603010	Aluminum bars and rods, rolled or drawn (3/4 inch and over) (report extruded bars and rods in 603020; aluminum bus bars in 709499)	
603020	Aluminum extruded and drawn shapes and tubes, except drawn bars rods and wire	
603030	Aluminum castings and forgings rough and semifinished:	
603040	Aluminum wire (under 3/4 inch) and cable, bare (including aluminum cable, steel reinforced—AORS)	
603050	Aluminum wire (under 3/4 inch) and cable, bare (report welding rods and wire in 610630)	
603060	Aluminum semifabricated forms, n. e. (specify by name):	
603070	Copper mate, regains, unreinforced copper as blister or converter copper (copper content)	
603080	Copper ore and concentrates (copper content):	
603090	Reinforced copper in cathodes, billets, ingots wire bars and other crude forms (include anodes) (report copper bars except wire bars in 642400)	
603100	Copper plate, sheets, and strips, including nickel plated	
603110	Copper rods and bars, n. e. (report copperweld rods in 642510; copper wire bars and redrawing rods in 642520; and copper bus bars in 709499)	
603120	Copper wire and cable, bare for electrical induction only (report electrical insulated copper wire in 708310-708359)	
603130	Copper wire and cable bare other than for electrical conduction (report welding rods and electrodes in 610630).	
603140	Copper semifabricated forms: rough forgings and castings.	
603150	Other copper semifabricated forms n. e. (specify by name)	
603160	Other copper base alloy shapes (extruded rolled and drawn) (specify copper content)	
603170	Phosphor copper rods and bars (specify copper content)	
603180	Phosphor copper rods and bars (specify copper content)	
603190	Brass, bronze and nickel silver or German silver bars rods, and other crude shapes (extruded rolled and drawn)	
603200	Other copper base alloy bars, rods and other crude shapes (extruded, rolled and drawn)	
603210	Other copper base alloy bars, rods and other crude shapes (extruded, rolled and drawn)	
603220	Brass and bronze blanks	
603230	Brass and bronze circles	
603240	Beryllium copper plates sheets and strips (specify copper content).	
603250	Phosphor copper plates, sheets, and flat or coiled strip; and cupro nickel strip (specify copper content)	
603260	Brass, bronze and nickel silver or German silver plates sheets and strips	
603270	Other copper base alloy plates, sheets, and strips.	
603280	Brass and bronze pipes and tubes (pipe coils included).	
603290	Phosphor copper pipes and tubes (specify copper content).	
603300	Beryllium copper pipes and tubes (specify copper content).	
603310	Seamless cupro-nickel pipes and tubes (specify copper content)	
603320	Other copper base alloy pipes and tubes (pipe coils included)	
603330	Cupro-nickel resistance wire: Dumet wire; and thermocouple wire (specify copper content).	
603340	Phosphor copper wire; cupro nickel wire other than resistance wire; and nickel-silver wire (specify copper content)	
603350	Beryllium copper wire bare (specify copper content).	
603360	Brass and bronze wire, bare (including phosphor bronze) for electrical conduction only.	
603370	Brass and bronze wire, bare (including phosphor bronze) other than for electrical conduction	
603380	Brass and bronze castings and forgings, rough and semifinished.	
603390	Beryllium copper castings, rough and semifinished (specify copper content).	
603400	Other copper base alloy castings and forgings, rough and semifinished (specify copper content)	
603410	Brass and bronze in semifabricated forms, n. e. (specify by name).	
603420	Other copper base alloy semifabricated forms n. e. (specify by name)	
603430	Tin ore and concentrates	
603440	Tin alloy scrap (new and old) (including tin base Babbitt metal dross and scrap and tin base antifriction metal dross and scrap)	
603450	Tin metal in ingots, pigs bars, blocks, anodes, cathodes, slabs, and other crude forms	
603460	Tin base Babbitt metal, except scrap and dross (60 percent or more of tin by weight) (report scrap and dross in 656501; lead base Babbitt metal in 656516; Babbitt metal bearings in 709100-709120).	
603470	Tin pipe, plates sheets tubes and other semifabricated forms (specify by name) (report collapsible tubes in 610330).	
603480	Manganese:	
603490	Manganese copper in crude form and scrap	
603500	Tungsten:	
603510	Ores and concentrates.	
603520	Metal and alloys in crude form, and scrap (specify by name and tungsten content): (Report	
603530	Metal and alloys in semifabricated forms, n. e. (specify by name and tungsten content) (Report	
603540	tool bit blanks, dies, and inserts in 617403.)	
603550	Electric mining and industrial locomotives, surface type	
603560	Foal line, transmission and distribution hardware n. e. c. and specially fabricated parts n. e. o.:	
603570	Aluminum bus bars	
603580	Copper bus bars.	
603590	Brass solder lugs (formerly 647913).	
603600	Other copper base alloy solder lugs (formerly 647913)	
603610	Insulated wire and cable:	
603620	Building wire and cable.	
603630	Weatherproof and slow-burning wire	
603640	Communication and signal wire and cable (specify by name)	
603650	Rubber and/or synthetic rubber-sheathed portable cord, wire and cable (specify by name).	
603660	Other rubber and/or synthetic rubber-insulated wire and cable (except building wire and cable) with	
603670	plain, braided, leaded, or armored finishes (specify by name)	

identified may be exported under the Foreign Distribution (FD) license procedure (Part 378 of this subchapter)

[illegible]

This part of the amendment shall become effective as of October 8, 1953

Dept. of Com- merce, Schedule B No	Commodity
700870	Insulated wire and cable—Continued
700876	Varnished cambric insulated wire and cable, with braided, leaded, or armored finishes (specify by name)
711150	Paper tubes and turbines, n. e. o., and parts, n. e. o.
711151	Steam engines and turbine engines, except aircraft
711159	Combustion gas turbine engines, except aircraft
720840	Parts, n. e. o., specially fabricated for combustion gas turbine engines, except aircraft (specify by name)
730375	Earth and rock drilling machines, n. e. o. and parts, n. e. o.
745603	Rock drills, mounted and unmounted. Core drill bits, core drill bits, and reamers (including well drilling machine bits and reamers): Bits and reamers containing diamonds. Diamond dies for power-driven metalworking machines (state size). Physical properties testing and inspecting machines, n. e. o., and specially fabricated parts and accessories, n. e. o.: Diamond penetrators. Metal hardness testers adapted to or incorporating diamond penetrators (indenters brakes), and specially fabricated parts and accessories, n. e. o. Ball bearings including all components, and specially fabricated parts except separate balls (report separate balls in 763310) (see § 399 2 Int 3): Alloy steel. Carbon steel. Roller bearings including all components and specially fabricated parts except separate rollers (report separate rollers in 763310) (see § 399 2 Int 3): Alloy steel. Carbon steel. Balls for bearings (see § 399 2 Int 3): Alloy steel. Carbon steel. Roller bearings (see § 399 2, Int 3): Alloy steel. Carbon steel. Aluminum. Portable and com portable irrigation systems, farm type, and specially fabricated parts, n. e. o., made wholly or in part of aluminum (systems include specially fabricated pipe, sprinklers, nozzles, and connections) (report pumps in 77000-77050) (see § 399 2, Int 4). Locomotives, railroad service, except self-propelled type (include combination road and switching type) (report electrical mining and industrial locomotives in 765520): Steam, new. Straight electric, new. Diesel, nonelectric, new. Diesel-electric, new. Other, new (specify type). Locomotives, railroad service, switching type, new. Locomotives, industrial, including surface mine (except electric), new. Used and rebuilt locomotives (except electric), surface type. Freight cars, railroad, new. Industrial and mine-rail cars, new, except self propelled. Used and rebuilt mine industrial, and other freight cars, except self-propelled (specify type). Parts, for locomotives and railroads (specify type). Wheels, tracks, bolts, nuts, or pins, for locomotives and other railway rolling stock (specify by name) Frames, cradles, bolsters, or beds, for locomotives and other railway rolling stock (specify by name) Air tanks and accessories, n. e. o., specially fabricated for railway type locomotives (specify by name). Parts and accessories, n. e. o., specially fabricated for surface cars, except dashlights and parts; illuminating lights and parts; pinlock brakes and parts; release handles and parts; pressed steel wheels; mainframes car parts; and inspection car parts (specify by name). Railway signals and specially fabricated attachments and parts, n. e. o. (specify by name) Biologicals (all forms): Human blood plasma (report blood plasma for relief in 973340) Alcohols (report jet fuels in § 5920): Glycerine, crude and refined (report weight of glycerol content only as net quantity) Aluminum compounds, n. e. o. (specify by name). Alumina crystallines; and alumina mesh, activated Other industrial chemicals: Trisphenol chlorides, oxides, salts, and all compounds Dental instruments, equipment, supplies, and parts: Diamond disk points and other dental instruments containing diamonds. Research laboratory apparatus and equipment, n. e. o., and specially fabricated parts, n. e. o.: Parts specially fabricated for analytical balances (including parts for semi-micro balances, micro chemical balances, assay balances, quartz fiber micro balances, and electronic balances) 910630

Dept. of Commerce Schedule B No.	Commodity
702620	Parts for commercial automobiles, trucks, and busses—Continued Parts, n. e. c., specially fabricated, for spares, replacement, or manufacture into larger components, except: air cleaners; brake extension handles; bumpers; door locks; gas tank caps; horns; hub caps; hydraulic truck dumping hoists; oil filter clamps; oil filters; oil purifiers; oil rectifiers; parking lights; radiator caps; radiator ornaments; reflex signals, road traffic; stop lights; thermostats; third axle assemblies; windshield wipers; and specially fabricated parts for the excepted items.

This part of the amendment shall become effective as of October 8, 1953.

9. The letter "G" is inserted in the column headed "Commodity Lists" opposite the following commodities to indicate that these commodities may be exported only within the dollar-value limit specified in the column headed "GLV Dollar Value Limits" (see § 371.10 (c) of this subchapter):

Dept. of Commerce Schedule B No.	Commodity
826910 826910 826950 826950 826050 826050 826990 843800 843800 981590 981590	Plastics and resin materials: Synthetic resins: Synthetic resins, n. e. c., in all unfinished forms, except laminated, including film, monofilaments, and bristles (report laminated plastic products in 826010 and 826050; manufactured plastic products in 981510 and 981590; monofilaments for weaving into fabrics in 384050 and 384052; woven fabrics in 384000-384985) (specify by name): Molding and extrusion compounds, including scrap: Polytetrafluoroethylene (Teflon). Polytrifluorochloroethylene (Kel-F). All other unfinished forms: Polytetrafluoroethylene (Teflon). Polytrifluorochloroethylene (Kel-F). Laminated and molded laminated plastics made with synthetic resins and varnishes as a binder: Other laminated and molded plastics, including all shapes solely made therefrom: Polytetrafluoroethylene (Teflon). Polytrifluorochloroethylene (Kel-F). Chemical specialty compounds, n. e. c.: Polytrifluorochloroethylene (Kel-F) grease, oil, or wax. Polytetrafluoroethylene (Teflon) finishes and enamels. Polytrifluorochloroethylene (Kel-F) dispersion. Manufactured plastic products, n. e. c., not specially fabricated for particular machines or equipment (report plastics and resin materials in unfinished forms in 825100-826920): Manufactures of polytetrafluoroethylene (Teflon). Manufactures of polytrifluorochloroethylene (Kel-F).

This part of the amendment shall become effective as of October 15, 1953.

Shipments of any commodities whose GLV dollar-value limits were reduced as a result of changes set forth in Part 8 of this amendment, which were on dock, on lighter, laden aboard an exporting carrier, or in transit to a port of exit pursuant to actual orders for export prior to 12:00 a. m., October 15, 1953, may be exported under the previous general license provisions up to and including November 7, 1953. Any such shipment not laden aboard the exporting carrier on or before November 7, 1953, requires a validated license for export.

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 67 Stat. 62; 50 U. S. C. App. Sup. 2023. E. O. 9630; Sept. 27, 1945, 10 F. R. 12245, 3 CFR, 1945 Supp., E. O. 9919, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

LORING K. MACY,
Director,
Office of International Trade.

[F. R. Doc. 53-8768; Filed, Oct. 16, 1953; 8:45 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 5893]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

BEGA SEWING MACHINE, INC., ET AL.

Subpart—Advertising falsely or misleadingly: § 3.70 Fictitious or misleading guarantees. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 3.1860 Imported products or parts as domestic. Subpart—Offering unfair, improper and deceptive inducements to purchase or deal. § 3.1980 Guarantee, in general. In connection with the offering for sale, sale or distribution of sewing machine heads or

sewing machines in commerce, (1) Offering for sale, selling or distributing foreign-made sewing machine heads, or sewing machines of which foreign-made heads are a part, without clearly and conspicuously disclosing on the heads, in such a manner that it will not be hidden or obliterated, the country or origin thereof; and (2) representing, directly or by implication, that respondents' sewing machine heads or sewing machines are warranted, unless the nature and extent of the warranty and the manner in which the seller will perform thereunder are clearly and conspicuously disclosed; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719; 15 U. S. C. 45) [Cease and desist order, Bega Sewing Machine, Inc., et al., New York, N. Y., Docket 5893, Sept. 18, 1953.]

In the Matter of Bega Sewing Machine, Inc., a Corporation, and Tola Bega, Sarah Saul, and Rose Saltio, Individually and as Officers of Said Corporation

Pursuant to the provisions of the Federal Trade Commission Act, the Federal Trade Commission on June 27, 1951, issued and subsequently served its complaint in this proceeding upon the respondents named in the caption hereof, charging them with unfair methods of competition and unfair and deceptive acts and practices, in commerce, in violation of the provisions of said act. After the issuance of said complaint and the filing of respondents' answer thereto, hearings were held, at which testimony and other evidence in support of the allegations of said complaint were introduced before a hearing examiner of the Commission theretofore duly designated by it, no testimony being offered by respondents in opposition to the allegations of the complaint, and said testimony and other evidence were duly recorded and filed in the office of the Commission. Thereafter on May 26, 1952, the hearing examiner filed his initial decision which was duly served on the parties.

Within the time permitted by the Commission's rules of practice, counsel supporting the complaint filed an appeal from said initial decision. Thereafter this proceeding regularly came on for consideration by the Commission upon the record herein, including briefs in support of and in opposition to said appeal (oral argument not having been requested) and the Commission issued its order granting said appeal, and the Commission, being now fully advised in the premises, finds that this proceeding is in the interest of the public and makes the following findings as to the facts,¹ conclusion² and order to cease and desist, the same to be in lieu of the initial decision of the hearing examiner.

It is ordered, That the respondents, Bega Sewing Machine Corporation, a corporation, and its officers, and Tola Bega, Sarah Saul and Rose Saltio, as officers of said corporation, and their representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of sewing machine heads or sewing machines in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Offering for sale, selling or distributing foreign made sewing machine heads, or sewing machines of which foreign made heads are a part, without clearly and conspicuously disclosing on the heads, in such a manner that it will not be hidden or obliterated, the country or origin thereof.

2. Representing, directly or by implication, that their sewing machine heads or sewing machines are warranted, unless the nature and extent of the warranty and the manner in which the seller will perform thereunder are clearly and conspicuously disclosed.

¹ Filed as part of the original document.

It is further ordered, That respondents Bega Sewing Machine Corporation, Tola Bega, Sarah Saul, and Rose Saltio shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: September 13, 1953.

By the Commission.

[SEAL] ALEX. AKERMAN, Jr.,
Secretary.

[F. R. Doc. 53-8867; Filed, Oct. 16, 1953;
8:49 a. m.]

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter XXI—Defense Rental Areas Division, Office of Defense Mobilization

[Rent Regulation 1, Amdt. 161 to Schedule A]
[Rent Regulation 2, Amdt. 159 to Schedule A]

RR 1—HOUSING

RR 2—ROOMS IN ROOMING HOUSES AND OTHER ESTABLISHMENTS

SCHEDULE A—DEFENSE-RENTAL AREAS LOUISIANA

Effective October 16, 1953, Rent Regulation 1 and Rent Regulation 2 are amended so that the item of Schedule A indicated below reads as set forth below.

(Sec. 204, 61 Stat. 197, as amended; 50 U. S. C. App. Sup. 1894)

Issued this 13th day of October, 1953.

GLENWOOD J. SHERRARD,
Director

Defense Rental Areas Division.

(129) [Revoked and decontrolled.]

These amendments decontrol the following defense-rental area on the initiative of the Director, Defense Rental Areas Division, Office of Defense Mobilization, under section 204 (c) of the act:

Camp Polk (Louisiana) Defense-Rental Area.

[F. R. Doc. 53-8896; Filed, Oct. 15, 1953;
1:24 p. m.]

[Rent Regulation 3, Amdt. 151 to Schedule A]

[Rent Regulation 4, Amdt. 95 to Schedule A]

RR 3—HOTELS

RR 4—MOTOR COURTS

SCHEDULE A—DEFENSE-RENTAL AREAS LOUISIANA

Effective October 16, 1953, Rent Regulation 3 and Rent Regulation 4 are amended so that the item of Schedule A indicated below reads as set forth below.

(Sec. 204, 61 Stat. 197, as amended; 50 U. S. C. App. Sup. 1894)

Issued this 13th day of October 1953.

GLENWOOD J. SHERRARD,
Director

Defense Rental Areas Division.

(129) [Revoked and decontrolled.]

These amendments decontrol the following defense-rental area on the initiative of the Director, Defense Rental Areas Division, Office of Defense Mobilization, under section 204 (c) of the act:

Camp Polk (Louisiana) Defense-Rental Area.

[F. R. Doc. 53-8897; Filed, Oct. 15, 1953;
1:24 p. m.]

TITLE 32—NATIONAL DEFENSE

Chapter V—Department of the Army

Subchapter E—Organized Reserves

PART 562—RESERVE OFFICERS' TRAINING CORPS

MISCELLANEOUS AMENDMENTS

Paragraph (a) of § 562.15 is revised, and paragraph (c) of §§ 562.29 and 562.43 are revoked, as follows:

§ 562.15 *Establishment and withdrawal of units.* (a) Applications for the establishment of any type ROTC unit will be submitted by educational institutions to army commanders, who will in turn forward such applications to the Chief, Army Field Forces, with appropriate recommendations. Army commanders are authorized to visit and inspect educational institutions to determine their suitability to conduct the ROTC program. The Chief, Army Field Forces, will forward the applications to The Adjutant General, Department of the Army, Washington 25, D. C., Attn: AGPB-O, with appropriate recommendations. The Chief, Army Field Forces, is authorized and directed to coordinate all ROTC activation activities with heads of services when ROTC units of such services are involved.

§ 562.29 *Curtailment or compression of courses.*

(c) [Revoked.]

§ 562.43 *Application for establishment of ROTC unit.*

(c) [Revoked.]

[C1, AR 145-350, July 21, 1953 and SR 145-240-1, June 19, 1953] (R. S. 161; 5 U. S. C. 22. Interpret or apply 39 Stat. 191, as amended, sec. 34, 44 Stat. 778; 10 U. S. C. 354, 381-388, 441)

[SEAL] Wm. E. BERGIN,
Major General, U. S. Army,
The Adjutant General.

[F. R. Doc. 53-8859; Filed, Oct. 16, 1953;
8:47 a. m.]

TITLE 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

Appendix—Public Land Orders

[Public Land Order 920]

WASHINGTON

RESERVING LANDS WITHIN GIFFORD PINCHOT NATIONAL FOREST FOR USE OF DEPARTMENT OF THE INTERIOR AS CARSON FISH-CULTURAL STATION

By virtue of the authority vested in the President by the act of June 4, 1897 (30

Stat. 34, 36; 16 U. S. C. 473) and otherwise, and pursuant to Executive Order No. 10355 of May 26, 1952 (17 FR 4831) and in furtherance of the purposes of and in accordance with the act of August 14, 1946 (60 Stat. 1080; 16 U. S. C. 661) it is ordered as follows:

Subject to valid existing rights, the following-described lands within the Gifford Pinchot National Forest are hereby withdrawn from all forms of appropriation under the public-land laws, including the mining laws but not the mineral-leasing laws, and reserved for use by the Fish and Wildlife Service of the Department of the Interior as the Carson Fish-Cultural Station:

WILLAMETTE MERIDIAN

T. 4 N., R. 7 E.,

In sec. 5, unsurveyed, beginning at the point for quarter corner common to this section and section 32, T. 5 N., R. 7 E., unsurveyed, from which a concrete post set in 6 in. stovepipe, marked REF 1 on top, on west bank of Tyee Creek and west of Wind River Highway near bridge across said creek, a corner of the original fish-cultural station, bears S. 14° 45' W., 12.77 chains.

From said beginning point, by metes and bounds, East 10 chains, South 25 chains, West 40 chains, North 25 chains, East 30 chains to place of beginning, containing 100 acres.

T. 5 N., R. 7 E., unsurveyed,

In sec. 32, beginning at the point for quarter corner common to this section and section 5, T. 4 N., R. 7 E., as described above.

From said beginning point, by metes and bounds, West 30 chains, North 30 chains, East 40 chains, South 30 chains, West 10 chains to place of beginning, containing 120 acres.

The two above-described areas aggregate 220 acres, more or less.

This order, except as to the area actually used for fish hatchery and related purposes, shall be subject to Proclamation No. 21 of February 22, 1897 (29 Stat. 896) establishing the Mt. Rainier Forest Reserve, now the Gifford Pinchot National Forest. As to the area now actually used for fish hatchery and related purposes this order shall take precedence over but not otherwise affect said Proclamation.

ORME LEWIS,

Assistant Secretary of the Interior.

OCTOBER 12, 1953.

[F. R. Doc. 53-8850; Filed, Oct. 16, 1953;
8:46 a. m.]

[Public Land Order 921]

COLORADO

WITHDRAWING PUBLIC LANDS AS ADDITION TO PUBLIC WATER RESERVE NO. 64 ESTABLISHED BY EXECUTIVE ORDER OF JUNE 5, 1919 AND PARTIALLY REVOKING THAT ORDER

By virtue of the authority vested in the President by the act of June 25, 1910 c. 421 (36 Stat. 847) as amended by the act of August 24, 1912 (37 Stat. 497; 43 U. S. C. 141, 142) and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Subject to valid existing rights, the following-described public lands in Colorado are hereby withdrawn from settle-

ment, location, sale, or entry under the public land laws and reserved for public use as an addition to Public Water Reserve No. 64 established by executive Order of June 5, 1919, in accordance with the provisions of section 107 of the act of December 29, 1916 (39 Stat. 865; 43 U. S. C. 300)

NEW MEXICO PRINCIPAL MERIDIAN

T. 40 N., R. 15 W., Sec. 35, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 40 acres.

2. The said Executive Order of June 5, 1919, is hereby revoked so far as it affects the following-described lands:

NEW MEXICO PRINCIPAL MERIDIAN

T. 40 N., R. 15 W., Sec. 35, N $\frac{1}{2}$.

The area described contains 320 acres.

The lands released from withdrawal by this order are part of an isolated tract and are usable mainly for grazing. They are primarily suitable for disposal at public sale. It is unlikely that they

will be classified for any other disposition but any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

This order shall not become effective to change the status of the described lands until 10:00 a. m. on the 35th day after the date of this order. At that time the said lands shall become subject to application, petition, location, and selection, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable laws and the 91-day preference-right filing period for veterans and others entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended.

Information showing the periods during which and the conditions under which veterans and others may file applications for these lands may be obtained on request from the Manager of

the Land and Survey Office, Denver, Colorado.

ORME LEWIS,
Assistant Secretary of the Interior

OCTOBER 13, 1953.

[F. R. Doc. 53-8851; Filed, Oct. 10, 1953; 8:46 a. m.]

TITLE 50—WILDLIFE

Chapter I—Fish and Wildlife Service, Department of the Interior

PART 17—LIST OF AREAS

FISH CULTURAL STATIONS

EDITORIAL NOTE: For an amendment to the tabulation in § 17.1 see Public Land Order 920 in the Appendix to Title 43, Chapter I, *supra*, reserving lands within the Gifford Pinchot National Forest in the State of Washington as the Carson Fish-Cultural Station.

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Misc. 59345]

MONTANA

ORDER PROVIDING FOR OPENING OF PUBLIC LANDS RESTORED FROM SUN RIVER PROJECT

OCTOBER 13, 1953.

An order of the Bureau of Reclamation dated October 26, 1950, concurred in by the Assistant Director, Bureau of Land Management, December 18, 1950, revoked the Departmental Orders of October 17, 1903, and March 21, 1911, so far as they withdrew under the provision of the Reclamation Act of June 17, 1902 (32 Stat. 388) the following described land in connection with the Sun River Project, Montana, and provided that such revocation shall not affect the withdrawal of any other lands by said orders or affect any order withdrawing or reserving the lands described:

PRINCIPAL MERIDIAN

T. 23 N., R. 1 W.,
Sec. 22, NW $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described contains 40 acres.

The land is primarily suitable for grazing. It is unlikely that it will be classified for any other use, but any application that is filed will be considered on its merits.

This order shall not become effective to change the status of the described lands until 10:00 a. m. on the 35th day after the date of this order. At that time the said lands shall become subject to application, petition, location, and selection under the applicable public-land laws, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable laws, and the 91-day preference right filing period for veterans and others entitled to prefer-

ence under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended.

Information showing the periods during which, and the conditions under which, veterans and others may file applications for these lands may be obtained on request from the Manager of the Land Office at Billings, Montana.

WILLIAM ZIMMERMAN, Jr.,
Associate Director.

[F. R. Doc. 53-8853; Filed, Oct. 16, 1953; 8:47 a. m.]

Office of the Secretary

WASHINGTON

NOTICE FOR FILING OBJECTIONS TO ORDER RESERVING LANDS WITHIN GIFFORD PINCHOT NATIONAL FOREST FOR USE OF DEPARTMENT OF THE INTERIOR AS CARSON FISH-CULTURAL STATION¹

For a period of 30 days from the date of publication of the above entitled order, persons having cause to object to the terms thereof may present their objections to the Secretary of the Interior. Such objections should be in writing, should be addressed to the Secretary of the Interior, and should be filed in duplicate in the Department of the Interior, Washington 25, D. C. In case any objection is filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the order may state their views and where the proponents of the order can explain its purpose, intent, and extent. Should any objection be filed, whether or not a

¹ See F. R. Doc. 53-8850, Title 43, Chapter I, Appendix, *supra*.

hearing is held, notice of the determination by the Secretary as to whether the order should be rescinded, modified or let stand will be given to all interested parties of record and the general public.

ORME LEWIS,
Assistant Secretary of the Interior

OCTOBER 12, 1953.

[F. R. Doc. 53-8849; Filed, Oct. 10, 1953; 8:46 a. m.]

COLORADO

NOTICE FOR FILING OBJECTIONS TO ORDER WITHDRAWING PUBLIC LANDS AS ADDITION TO PUBLIC WATER RESERVE NO. 64 ESTABLISHED BY EXECUTIVE ORDER OF JUNE 5, 1919 AND PARTIALLY REVOKING THAT ORDER¹

For a period of 30 days from the date of publication of the above entitled order, persons having cause to object to the terms thereof may present their objections to the Secretary of the Interior. Such objections should be in writing, should be addressed to the Secretary of the Interior, and should be filed in duplicate in the Department of the Interior, Washington 25, D. C. In case any objection is filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the order may state their views and where the proponents of the order can explain its purpose, intent, and extent. Should any objection be filed, whether or not a hearing is held, notice of the determination by the Secretary as to whether the order should be rescinded, modified

¹ See F. R. Doc. 53-8851, Title 43, Chapter I, Appendix, *supra*.

or let stand will be given to all interested parties of record and the general public.

ORME LEWIS,
Assistant Secretary of the Interior.

OCTOBER 13, 1953.

[F. R. Doc. 53-8852; Filed, Oct. 16, 1953;
8:46 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

[Docket No. 743]

TRANS-PACIFIC FREIGHT CONFERENCE OF
JAPAN AND ISBRANDTSEN CO., INC.

NOTICE OF PREHEARING CONFERENCE AND HEARING

On October 7, 1953, the Board entered the following order:

It appearing that, pursuant to § 236.3 of General Order 76 (17 F. R. 10175, November 11, 1952), the Trans-Pacific Freight Conference of Japan on September 10, 1953 filed with the Federal Maritime Board a statement alleging that the conference proposed the initiation in the trade between Japan, Korea, and Okinawa, and United States Pacific Coast Ports of certain contract/non-contract rates to become effective thirty days thereafter and alleging that such rates are in the best interest of the commerce of the United States and that the spread or differential between the rates is reasonable and lawful; and

It further appearing that a notice of the filing of such statement by the conference was published in the *FEDERAL REGISTER* of September 15, 1953 (18 F. R. 5518) pursuant to § 236.6 of General Order 76; and

It further appearing that Isbrandtsen Company, Inc., filed a protest and comments, with supporting affidavit, alleging, among other things, that the statement is defective because it does not comply with the requirements of General Order 76, the proposed dual rate system violates the Shipping Act, 1916, and the spread or differential is arbitrary and unreasonable and, therefore, unjustly discriminatory and unfair between shippers and carriers, and requesting that said statement be rejected and hearing be held on said protests and comments, and that the conference submitted an affidavit and memorandum in opposition to the comments of Isbrandtsen Company, Inc., and

It further appearing that the Department of Justice and Department of Agriculture also filed protests to the proposed dual rates; and

The Board having considered the foregoing statement, protests, comments, and all papers and documents relating thereto; and

It appearing therefrom that there is doubt as to whether the proposed spread or differential between contract and non-contract rates may be arbitrary or unreasonable and, therefore, unjustly discriminatory, and that such doubt should be resolved before the system goes into effect:

It is ordered, That the Trans-Pacific Freight Conference of Japan hold its proposed contract/non-contract rate system in abeyance until the Board's further direction and file assurance of compliance herewith with the Board not later than the close of business October 12, 1953; and

It is further ordered, That the requests of the Departments of Justice and Agriculture and of Isbrandtsen Company, Inc. for hearing on such protests, and comments be granted; and

It is further ordered, That such hearing be held before an Examiner of the Federal

Maritime Board at a time and place to be fixed.

By direction of the Federal Maritime Board.

A. J. WILLIAMS,
Secretary.

Pursuant to Rule 6 (d) of the Board's rules of practice and procedure (18 F. R. 3716) a prehearing conference in this proceeding will be held before Examiner A. L. Jordan beginning at 10 o'clock a. m., October 24, 1953, in Room 4519, New G. A. O. Building, 441 G Street NW., Washington, D. C., and pursuant to the above order of October 7, 1953, notice is hereby given that a public hearing will be held before Examiner A. L. Jordan beginning at 10 o'clock a. m., November 4, 1953, at a place to be determined at the prehearing conference. The hearing will be conducted pursuant to the above rules, and the examiner will issue a recommended decision.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to participate in the hearing should notify the Secretary, Federal Maritime Board promptly, and file petitions for leave to intervene in accordance with Rule 5 (n) of the above rules.

Dated: October 12, 1953.

By order of the Federal Maritime Board.

[SEAL]

GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 53-8862; Filed, Oct. 16, 1953;
8:48 a. m.]

[Docket No. S-8]

MINIMUM WAGE, MINIMUM MANNING AND REASONABLE WORKING CONDITIONS ON SUBSIDIZED VESSELS

NOTICE OF PROPOSED DISCONTINUANCE OF PROCEEDING

The United States Maritime Commission, on September 30, 1947, instituted this proceeding (now designated as Docket No. S-8) pursuant to section 301 (a) of the Merchant Marine Act, 1936, for the purpose of determining whether changes should be made in minimum wage and minimum manning scales, and reasonable working conditions prescribed in that Commission's General Order No. 15, dated October 12, 1937, and incorporated in operating-differential subsidy contracts with subsidized American flag lines. Hearings were held by the Chief Examiner at San Francisco, Calif., New Orleans, La., and New York, N. Y., between January 15 and February 2, 1948. Pacific coast lines were represented by Pacific American Shipowners Association, Atlantic and Gulf lines by the Committee for the Agents of the Atlantic and Gulf Coasts, and the officers and crews were represented by their various collective bargaining representatives.

After briefs were filed a recommended decision was issued by the Examiner on March 29, 1949, recommending, (1) an increase in minimum wage scales, for officers and crews on subsidized vessels, to wage level authorized by the War La-

bor Board October 1, 1945, as revised by award to licensed officers effective January 4, 1946; and (2) that any changes in minimum manning scales and reasonable working conditions be made only after further investigation of demands therefor, followed by rule-making procedure provided by the Administrative Procedure Act. Exceptions to the decisions were filed by representatives of the officers and crews, and the matter was argued orally before the Commission on June 8, 1949. Generally, the position of said representatives was that minimum wages, etc., should not be fixed at standards less than those set by collective bargaining. Representatives of the ship operators stated that section 301 (a) of the act should be repealed as surplusage, a position taken by one large union; that there was no necessity to amend General Order No. 15; that in any event the most that should be done would be to increase the wage rates of said Order in accordance with the cost of living in the interim; that no departure should be made from the statutory safety-at-sea minimum manning scales; and that the only proper questions to be considered as to working conditions were those relating to quarters on individual vessels.

The Board, considering the positions taken by the various parties to the proceeding, the fact that the matters were heard by its predecessor which reached no conclusions thereon, and the further fact that the record is stale, has determined that, without prejudice to institution of new proceedings by the Board, this proceeding shall be discontinued unless within thirty (30) days from the date of publication of this notice in the *FEDERAL REGISTER*, interested persons shall show good cause why such action should not be taken.

Any interested person may file his views or written data or arguments thereon with the Secretary of the Board within said thirty (30) day period.

Dated: October 12, 1953.

By order of the Federal Maritime Board.

[SEAL]

GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 53-8861; Filed, Oct. 16, 1953;
8:48 a. m.]

Foreign-Trade Zones Board

[Order No. 35]

SCOBEE FIREPROOF STORAGE CO.

REVOKING GRANT FOR FOREIGN-TRADE ZONE
AT SAN ANTONIO MUNICIPAL AIRPORT,
TEX.

Pursuant to authority contained in the Foreign-Trade Zones Act of June 18, 1934, as amended (48 Stat. 998-1003; 19 U. S. C. 81a-81u) the Foreign-Trade Zones Board has adopted the following order which is promulgated for the information and guidance of all concerned:

Whereas, on November 30, 1949, the Foreign-Trade Zones Board, by Order No. 21 (14 F. R. 7363, December 8, 1949) issued a grant to the Scobee Fireproof

Storage Company, a private corporation in San Antonio, Texas, to establish, maintain and operate Foreign-Trade Zone No. 6 at the Municipal Airport in San Antonio, Texas, and more particularly described on a map, accompanying the application, marked Exhibit No. 10; and

Whereas, Foreign-Trade Zone No. 6 was duly opened on September 1, 1950, and has remained in continuous operation since that date; and

Whereas, the Scobey Fireproof Storage Company, under date of August 12, 1953, petitioned the Foreign-Trade Zones Board to revoke said grant and authorize the closing of the zone on the grounds that sufficient business has not been developed to justify continued operation.

Now, therefore, the Foreign-Trade Zones Board, after full consideration and a finding that the revocation of the grant and the closing of the zone is in the public interest, hereby revokes said grant and rescinds Order No. 21 under which this grant was promulgated.

The Grantee shall arrange with the Collector of the Laredo Customs District for the disposal, according to law, of all merchandise remaining in Foreign-Trade Zone No. 6. The Grantee shall also take appropriate action for closing accounts for Customs service.

This order will become effective thirty (30) days after publication in the FEDERAL REGISTER.

Signed at Washington, D. C., this 13th day of October 1953.

FOREIGN-TRADE ZONES BOARD,
[SEAL] WALTER WILLIAMS,
*Acting Secretary of Commerce,
Chairman and Executive Officer,
Foreign-Trade Zones Board.*

Attest:

THOS. E. LYONS,
*Executive Secretary,
Foreign-Trade Zones Board.*

[F. R. Doc. 53-8865; Filed, Oct. 16, 1953;
8:48 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 5869 et al.]

CONTINENTAL AIR LINES, INC., CERTIFICATE
RENEWAL CASE

NOTICE OF HEARING

In the matter of the application of Continental Air Lines, Inc., under section 401 of the Civil Aeronautics Act of 1938, as amended, for renewal of its temporary certificate for the provision of air transportation to and from Raton, Socorro, Truth or Consequences, and Las Cruces, N. Mex., as intermediate points on its route No. 29.

Notice is hereby given, pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, particularly sections 205 (a) 401, and 1001 of said act, that a hearing in the above-entitled proceeding is assigned to be held on November 9, 1953, in Albuquerque, N. Mex., before Examiner Curtis C. Henderson.

Without limiting the scope of the issues presented in this proceeding particular attention will be directed to the following matters:

1. The application, Docket No. 5869, of Continental Air Lines, Inc., under section 401 of the Civil Aeronautics Act of 1938, as amended, for renewal of its temporary certificate for the provision of air transportation to and from Raton, Socorro, Truth or Consequences, and Las Cruces, N. Mex., as intermediate points on its route No. 29.

2. The application, Docket No. 6215, of Frontier Airlines, Inc., for a certificate of public convenience and necessity authorizing it to engage in scheduled air transportation of persons, property, and mail between the terminal points El Paso, Tex., and Albuquerque, N. Mex., via the intermediate points Las Cruces, Alamogordo (including the Holloman Air Force Base) Truth or Consequences, and Socorro, N. Mex.

3. The application, Docket No. 6300, of Continental Air Lines, Inc., for amendment of its certificate of public convenience and necessity for route No. 29 so as to authorize for a temporary period the scheduled transportation by air of mail, passengers, and property to Alamogordo and Holloman Air Force Base, N. Mex., as intermediate points on route No. 29 between Carlsbad, N. Mex., and El Paso, Tex.

4. An investigation, Docket No. 6195, instituted by the Board to determine whether the public convenience and necessity require, and the Board should order, that the certificate of public convenience and necessity held by Frontier Airlines, Inc., for route No. 73, should be amended so as to authorize service over a segment between Albuquerque, N. Mex., and El Paso, Tex., via the intermediate points Socorro, Truth or Consequences, and/or Las Cruces, N. Mex.

5. In the event of authorization under 1, 2, 3, or 4, is the carrier selected to render the service, fit, willing, and able to perform such service.

For further details of the service proposed, the authorizations requested, and the investigation instituted, interested parties are referred to the applications, the Board's order, No. E-7507, other pertinent orders, and the prehearing conference report which are on file with the Civil Aeronautics Board.

Notice is further given that any person, other than parties of record, desiring to be heard in this proceeding must file with the Civil Aeronautics Board on or before November 7, 1953, a statement setting forth the issues of fact or law which he desires to controvert.

Dated at Washington, D. C., October 14, 1953.

[SEAL] THOMAS L. WRENN,
Acting Chief Examiner

[F. R. Doc. 53-8868; Filed, Oct. 16, 1953;
8:49 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6525]

GULF STATES UTILITIES Co.

NOTICE OF APPLICATION

OCTOBER 9, 1953.

Take notice that on October 8, 1953, an application was filed with the Federal Power Commission, pursuant to section

204 of the Federal Power Act, by Gulf States Utilities Company, a corporation organized under the laws of the State of Texas and doing business in the States of Texas and Louisiana, with its principal business office at Beaumont, Texas, seeking an order authorizing the issuance, by competitive bidding, of \$10,000,000 principal amount of First Mortgage Bonds, -- Percent Series due 1983. Said bonds are to be dated as of December 1, 1953, to be issued on or about December 1, 1953, and to be due December 1, 1983, all as more fully appears in the application on file with the Commission.

Any person desiring to be heard, or to make any protest with reference to said application, should on or before the 31st day of October 1953, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the Commission's rules of practice and procedure. The application is on file with the Commission for public inspection.

[SEAL]

LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-8854; Filed, Oct. 16, 1953;
8:47 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3136]

CONSOLIDATED NATURAL GAS COMPANY

ORDER AUTHORIZING SHORT-TERM EXTENSION
OF CREDIT BY PARENT TO SUBSIDIARY

OCTOBER 13, 1953.

Consolidated Natural Gas Company ("Consolidated") a registered holding company, has filed a declaration pursuant to section 12 (b) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-45 thereunder regarding the following proposed transaction:

Consolidated proposes to make a short-term open account extension of credit, without interest, to its wholly owned subsidiary, Hope Natural Gas Company ("Hope") in an amount not exceeding \$2,000,000. The extension of credit is to be made as required by Hope during the balance of 1953, it being expected that the first extension of credit will be made on October 15, 1953. Hope will repay the amounts of money so advanced to it by the early part of 1954 as the requisite cash is produced from sales of natural gas during the winter months.

Due notice having been given of the filing of the declaration, and a hearing not having been requested of or ordered by the Commission; and the Commission finding that the applicable provisions of the act and rules promulgated thereunder are satisfied and that no adverse findings are necessary, and deeming it appropriate in the public interest and the interest of investors and consumers that said declaration be permitted to become effective:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of said act, that said declaration be, and hereby is, permitted to become effective forthwith,

subject to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 53-8855; Filed, Oct. 16, 1953;
8:47 a. m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

AREA REPRESENTATIVE, SEATTLE AREA
OFFICE

REDELEGATION OF AUTHORITY TO PERFORM
FUNCTIONS IN CONNECTION WITH DEFENSE
HOUSING AUTHORIZED UNDER HHFA REGU-
LATION CR 3

The Area Representative, Seattle Area Office, is hereby authorized, within the area under his jurisdiction, to take any action which it is necessary or appropriate for the Housing and Home Finance Administrator to take in the administration of Housing and Home Finance Agency Regulation CR 3 (as amended and revised July 18, 1952, 17 F. R. 6585, with any subsequent amendments thereto) with respect to releasing applicants or their successors from their obligations under CR 3:

- (a) To hold for rent structures containing one-family dwelling units,
- (b) To hold any dwelling units for sale, and
- (c) To exclusively offer any dwelling units to eligible defense workers.

(Reorg. Plan No. 3 of 1947, 61 Stat. 954 (1947); 62 Stat. 1268, 1283-85 (1948), as amended by 64 Stat. 80 (1950), 12 U. S. C., 1946 ed., Sup. V, 1701c; Titles VI and VII, Pub. Law 774, 81st Cong., 64 Stat. 812-822 (1950), 50 U. S. C., 1946 ed., Sup. V, 2061, as amended by 66 Stat. 305 (1952), 50 U. S. C., 1946 ed., Sup. V, 2132; secs. 501, 502, and 902, E. O. 10161, Sept. 9, 1950, 15 F. R. 6106; Titles I and VI, Pub. Law 139, 82d Cong., 65 Stat. 392 (1951), 42 U. S. C., 1946 ed., Sup. V, sec. 1591 note; paragraph 3, E. O. 10296, Oct. 2, 1951, 16 F. R. 10103; HHFA CR 1, Mar. 6, 1951, 16 F. R. 2231; HHFA CR 3, as amended, July 18, 1953, 17 F. R. 6585; Delegation of Authority, effective October 2, 1953, 18 F. R. 6324)

Effective this 7th day of October 1953.

M. JUSTIN HERMAN,
Regional Representative
Region V

[F. R. Doc. 53-8866; Filed, Oct. 16, 1953;
8:48 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 28552]

CEMENT FROM NORTHAMPTON, NAVARRO AND
YORK, PA. TO YANKTON, S. D.

APPLICATION FOR RELIEF

OCTOBER 14, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: C. W. Boin, Agent, for carriers parties to schedule listed below.

Commodities involved: Cement and related articles, carloads.

From: Northampton, Navarro and York, Pa.

To: Yankton, S. Dak.

Grounds for relief: Rail competition, circuitry and to apply rates constructed on the basis of the short line distance formula, additional destination.

Schedules filed containing proposed rates: C. W. Boin, Agent, I. C. C. No. A-970, supp. 20.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Acting Secretary.

[F. R. Doc. 53-8856; Filed, Oct. 16, 1953;
8:47 a. m.]

[4th Sec. Application 28553]

IRON AND STEEL BETWEEN ILLINOIS
TERRITORY AND THE SOUTH

APPLICATION FOR RELIEF

OCTOBER 14, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. G. Raasch, Agent, for carriers parties to schedule listed below.

Commodities involved: Iron and steel articles, carloads.

Between: Points in southern territory and points in Illinois territory.

Grounds for relief: Rail competition, circuitry, and to apply rates constructed on the basis of the short line distance formula and to maintain rates made with relation to those prescribed in docket 30279.

Schedules filed containing proposed rates: R. G. Raasch, Agent, I. C. C. No. 756.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect

to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Acting Secretary.

[F. R. Doc. 53-8857; Filed, Oct. 16, 1953;
8:47 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

FRANZ ZIMMERMANN ET AL.

NOTICE OF INTENTION TO RETURN VESTED
PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of the publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Franz Zimmermann, Waiblingen, Germany; Claim No. 45739; \$315.73 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Katharina Zimmermann, Berching, Germany; \$203.92 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Josef Zimmermann, Berching, Germany; \$122.35 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Anna Zimmermann Kieweg, Berching, Germany; \$122.35 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Maria Zimmermann Janda, Behlingen, Germany; \$122.35 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Theresia Zimmermann Koenig, Berching, Germany; Claim No. 45740; \$122.35 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

Alois Zimmermann, Eschelbach, Germany; Claim No. 58221; \$315.72 cash in the Treasury of the United States; $\frac{1}{2}$ interest in 16 shares Standard Coal Company \$10 par value capital stock.

The stock referred to above is represented by Certificate No. 1103 presently held by the Comptroller, Office of Alien Property.

Executed at Washington, D. C., on October 12, 1953.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND,
Assistant Attorney General,
Director Office of Alien Property.

[F. R. Doc. 53-8860; Filed, Oct. 16, 1953;
8:48 a. m.]

